

REGION 3 RPA

Northwest Iowa Planning and Development Commission



2021-2025 Passenger Transportation Plan



Prepared by

Northwest Iowa Planning &
Development Commission

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Northwest Iowa Planning and Development Commission Policy Council

Buena Vista County

Kelly Snyder (County)
Keri Navratil (City)
Dale Arends (At Large)

Clay County

Art Hamrick (County)
George Moriarty (City)
Kristi Gross (Econ. Dev.)

Emmet County

Tim Schumacher (County)-Board Vice
Chair
Penny Clayton (City)-Board Chair

Dickinson County

W.C. Leupold (County)
Ron Walker (City)
Clark Reekers (Econ. Dev.)

Lyon County

Merle Koedam (County)

Jordan Kordahl (City)
Steve Simons (Econ. Dev.)

O'Brien County

John Steensma (County)
Jim Zeutenhorst (City)
Marjean Westerman (Econ. Dev.)

Osceola County

Mike Schulte (County)
Glenn Anderson (City)
Stephanie Neppel (Econ. Dev.)

Palo Alto County

Roger Faulstick (County)

Sioux County

Al Bloemendaal (County)
Duane Feekes (City)
Don Schreur (Econ. Dev.)

Northwest Iowa Planning and Development Commission Technical Committee

Bret Wilkinson, Buena Vista County
Engineer
Keri Navratil, Storm Lake City Administrator
William Rabenberg, Clay County Engineer
Mark White, Spencer Public Works Director
Dan Eckert, Dickinson County Engineer
Gregg Owens, Spirit Lake City Administrator
Walter Davis-Oath, Emmett County
Engineer
Penny Clayton, Estherville City
Administrator
Laura Sievers, Lyon County Engineer
Jordan Kordahl, Rock Rapids City
Administrator

Scott Rinehart, O'Brien County Engineer
Sam Kooiker, Sheldon City Administrator
Duane Feekes, Orange City City
Administrator
Charlie Bechtold, Osceola County Engineer
Glenn Anderson, Sibley City Manager
Walter Davis-Oath, Palo Alto County
Engineer
Kim Kibbie, Emmetsburg Public Works
Director
Doug Julius, Sioux County Engineer
Murray Hulstein, Sioux Center Public Works
Director
Hugh Lively, RIDES Director

Transportation Advisory Group

Michaela Boyd, Sunshine Services
Sandy Pingle, Genesis
Ron Askland, Horizons Unlimited
Roger Kempema, Hope Haven
LeAnn Blau, Hope haven
Jerry Postma, Village Northwest
Nancy Dykstra, Greater Sioux

Dawn Mentzer, Buena Vista County CPC
Kim Wilson, Clay County CPC
Shane Walter, Sioux County CPC
David Adolph-Taxiway
Bonnie Taggert, Storm Lake Cab
Hugh Lively, RIDES Executive Director

Northwest Iowa Planning and Development Commission-RPA 3 Staff

Executive Director-Ted Kourousis

Cara Elbert

Finance Officer/Administrative-Jackie
Huckfelt

Erin Pingel

Kristin Larsen (Housing)

SHIELD Safety Director-Michael Raner

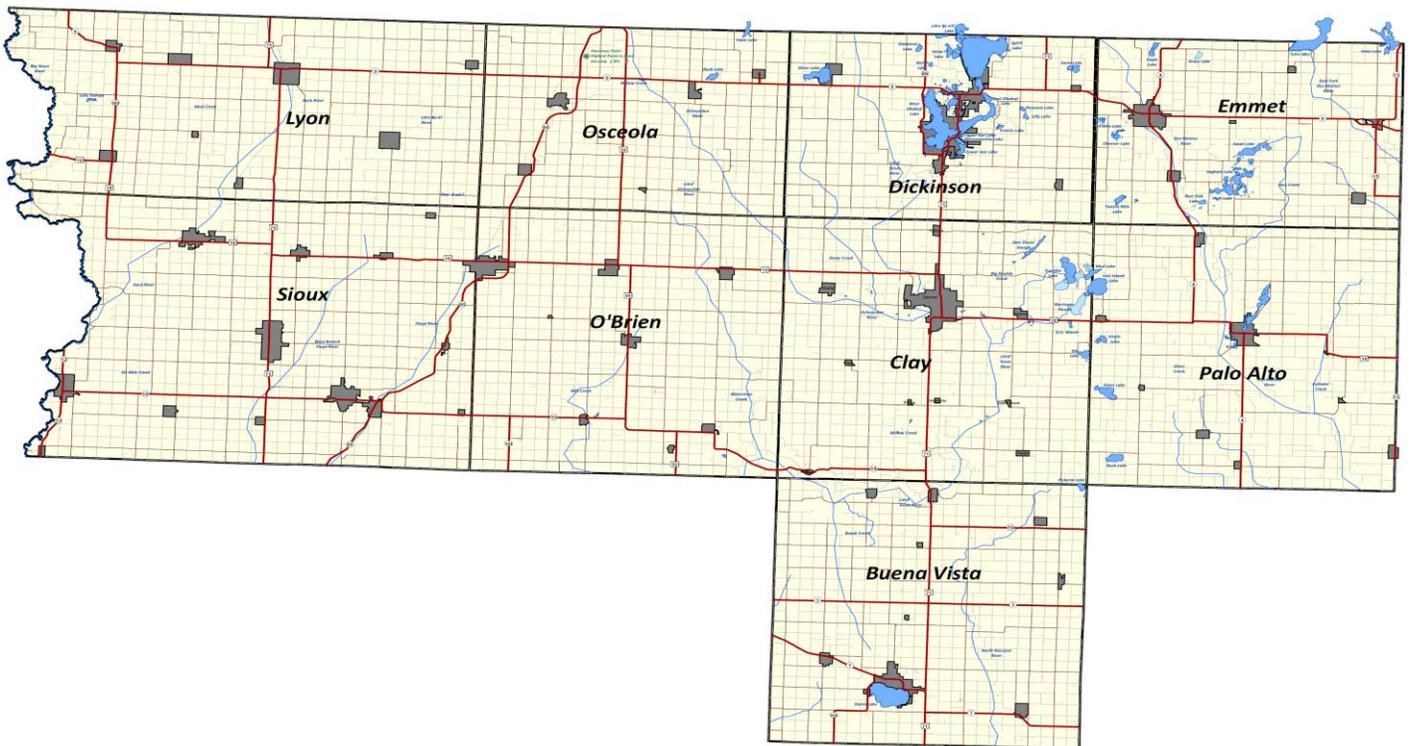
Training Director-Val Bonney

Planners

Employment & Training Specialists

Darren Bumgarner

Staci Kleinhesselink



Chapter 1: Introduction and Process

The Northwest Iowa Planning and Development Commission is the transportation planning authority for Buena Vista, Clay, Dickinson, Emmet, Lyon, O'Brien, Osceola, Palo Alto and Sioux Counties in northwest Iowa. NWIPDC was formed by a 28E agreement in 1973 as designated in the Iowa Code and whose mission is to provide community and economic development and job training services for a nine-county area. The agency's full time, professional staff assists the member counties and municipalities in such areas as community planning and zoning, federal and state grant preparation and administration, economic development planning activities, general governmental technical assistance, Workforce Investment Act/Workforce Development and a SHIELD safety program. In effect, the NWIPDC staff functions as an extension of member governments' staffs, providing the specialized services and technical assistance that would not be financially feasible for each governmental entity to provide on its own.

The Passenger Transportation Plan (PTP) process is designed to promote joint, coordinated passenger transportation planning programs that further the development of the local and regional public transportation systems. Public transportation systems in Iowa include the 35 public transit systems PLUS a wide array of human service and private transportation providers.

The goals are:

- Improve transportation services to Iowans
- Increase passenger transportation coordination
- Create awareness of unmet needs
- Develop new working partnerships
- Assist decision-makers, advocates, and consumers in understanding the range of transportation options available
- Develop justification for future passenger transportation investments
- Save dollars and eliminate overlapping of services

The PTPs are an Iowa creation, providing needs-based justification for passenger transportation projects and as well as incorporating federal requirements for coordinated planning. The PTP will cover a five-year period, from 2021 to 2025, and provide further justification for passenger transportation projects. The format of the PTP is as follows:

1. Introduction and Process Discussion

Briefly, discuss the process that was undertaken to complete the PTP. Include documentation from advisory group meetings and related public input, including a summary of input received and a listing of all participants.

2. Inventory and Area Profile

Include a discussion of the existing passenger transportation operations (human service providers, private providers, school districts, and public transit systems) within the planning area. This information needs to be gathered from all providers of public and human service transportation, using the most effective means of communicating with these agencies. Also includes discussion of the demographic (socio/economic) characteristics within your area, and specifically how these characteristics directly impact your passenger transportation needs assessment. Include an analysis of the region's limited English proficient (LEP) population, i.e. concentrated areas where LEP persons live, work, attend school, etc. Identify the LEP population's needs to ensure meaningful access to passenger transportation programs and activities. Examples of needs include printing of schedules and brochures in languages other than English, providing an interpreter at public hearings or public input meetings, or hiring a bi-lingual dispatcher to assist with ride scheduling. Describe the layout of the study area including activity centers such as employers, banks, health care facilities, groceries, etc. and population's access to services and how this impacts transportation needs.

3. Coordination Issues

Discuss coordination issues within your planning area. This discussion should consider:

- General assessment of service, management, fleet, and facility needs

- Status of previously recommended priorities and strategies
- Any other recent developments affecting coordination issues
- Public input received concerning needs and/or coordination issues

4. Priorities and Strategies

Describe proposed passenger transportation investment strategies for the next five years, as identified by the TAG. The purpose of this section is to focus on identifying meaningful priorities and strategies that could meet identified needs and could eventually lead to projects.

If your area receives Section 5310 formula grants (Enhanced Mobility for Seniors and Individuals with Disabilities): In addition to identifying priorities and strategies, all 5310-funded projects must be *specifically* included in the PTP. Projects that are included should specify the federal fiscal year and estimated amount of funding for which the project is programmed. Please include projects for all five fiscal years that the plan covers and which issue/strategy these projects will help address.

5. Funding

This section should include a brief overview of funding opportunities and expectations. The Iowa DOT will provide state and federal financial projections for formula funds annually as they are provided by Federal Transit Administration (FTA).

Amendments to the PTP

For areas receiving Section 5310 formula grants, any change in the proposed 5310-funded projects will require an amendment to the PTP. The amendment should be reviewed with the TAG and follow the public input process outlined in the agency's Public Participation Plan. RPA 3 does not receive 5310 grant funding and this area will not be addressed as part of the passenger transportation plan.

Planning Partners

The Region 3 RPA – Northwest Iowa Planning and Development Commission and the Regional Transit Authority/aka RIDES, along with the Region 3 Transit Advisory Group (TAG) were the primary partners on the development of the 2016-2020 Region 3 PTP.

The Northwest Iowa Planning and Development Commission (Region 3) is the regional planning authority (RPA) for Lyon, Sioux, Osceola, O'Brien, Dickinson, Clay, Buena Vista, Emmet and Palo Alto Counties in extreme northwest Iowa.

The Regional Transit Authority is the single administrative agency (private non-profit) for public transportation in the region. The RTA policy board consists of ten members, one representative from each of the nine county boards of supervisors and one ex-officio member from Northwest Iowa Planning and Development Commission. The county board representatives to the policy committee are selected by each of the nine county boards of supervisors.

The RTA administrative office is located in Spencer, Iowa. RTA provides the majority of its services directly. In several instances RTA does contract for some services by leasing vehicles to cities or agencies for general transportation within their communities. These services are strictly contractual, with each of the providers supplying drivers and paying operating and maintenance expenses. RTA retains policy control over use of the leased vehicles.

The RTA has become responsible for the administration and overhead support services for the overall regional transit system with the designation by the Boards of Supervisors as the Regional Transit provider. This consolidation of transit services into one agency has been mutually agreed upon by the nine county boards of supervisors.

The Transit Advisory Group (TAG) is a volunteer group representing local municipalities, county government, health and human service agencies, private/public transportation providers, school districts, health care and private industry. The group is an integral part of the overall planning

process because from within their ranks comes the majority of the information used to formulate needs, identify gaps in transportation service and develop goals or programs to address the gaps. The final task for the TAG is to recommend the final draft of the PTP to the regional policy council for adoption.

During this planning process the TAG met four (4) times: 4-15-19, 6-24-19 , 8-29-19 and 6-26-20. The specifics of the meetings and minutes of each are attached to this document, however the culmination has been summarized and is found listed below as the goals.

Goals for the PTP Identified by the TAG Group:

- Expand scope of service for elderly, particularly low-income that can't afford transportation. Elderbridge was adamant that these services continue as they are just now seeing the effects of the poor economy on this age group within Region III. Regional Transportation Authority (RIDES) RIDES will not be able to meet their contractual obligations due to Elderbridge's because of a lack of funding at the State level.
- Continue with services that assist passenger transportation to health centers, shopping trips, etc. These services are ongoing and need to potentially expand where possible.
- Need for continued government subsidy of transportation programs. This goal is always an issue with the TAG group and will continue to be so. With government programs being ever changing, continue to seek new funding options for operations and vehicle replacement for RIDES.
- Potentially add new public transportation services. Continue to adapt with the changing transit needs. Work with other agencies and disability providers in Region III to determine what the needs are and investigate expanding services and keep them involved in the planning process. This process will also include expanding employment transportation.

Chapter 2: Inventory and Area Profile

Inventory

Northwest Iowa Planning and Development Commission mailed out information sheets to all known providers within the region. Unfortunately, there was no feedback from school districts or county veteran departments. For their inventory, previous data was used and assumed to be current. Providers such as the Regional Transit Authority/RIDES, several health and human service agencies and cab companies did reply with inventory information to be included in this PTP.

The following is the information which was obtained from providers within the Region 3 RPA. All information that was available and provided is written in the plan.

RTA/RIDES

RIDES is the main public transportation provider in Region 3. They provide fixed route, and demand responsive service programs to individuals. The type of transit service offered by the RTA is a demand-response or subscription service, meaning that rides must be scheduled by contacting the provider in advance of the needed ride. RIDES, like all other demand responsive services, offers door to door services and is flexible with scheduling to meet the needs of its riders. RIDES provides general transportation services as well as special medical trips. Like many rural regional transit providers, RIDES has seen the change in the primary use of its vehicles from nearly all elderly service in the late 1970's to a key component in the everyday movement of people from schools, day cares, sheltered workshops, hospitals, nursing homes, shuttle services and other general public rides. RIDES hours of operation vary depending on the service being provided, but some of RIDES programs are available 24 hours a day, 7 days a week. Listed below is the fare structure for the different areas RIDES serves.

Buena Vista County- Storm Lake-\$4.00

Clay County- Spencer-\$4.00

Dickinson County- Spirit Lake-\$2.50

Okoboji-\$2.50

Arnolds Park-\$2.50

Milford-\$2.50

Emmet County- Estherville-\$2.50

Lyon County- Rock Rapids-\$3.00

O'Brien County- Sheldon-\$3.00

Osceola County- Sibley-\$1.50

Palo Alto County- Emmetsburg-\$2.50

Sioux County- Orange City-\$1.00

Sioux Center-\$3.00

Hawarden-\$2.00

In 2019, RIDES provided a total of 201,955 trips generated from contracts and services to the general public. Elderly RTA comprised 19,166 of the total and 52,072 disabled individuals were figured into the total as well. The total vehicle miles for the nine county operations were 1,229,874 with 1,011,307 revenue miles and 83,673 revenue hours. Total operating costs were \$3,764,802 for the year. Passenger revenue comprised \$698,420, contract revenue for operations was \$1,877,782, other revenue for operations was \$313,185, \$162,500 local funds and \$34,350 in local capital revenue. FTA for operations was \$666,160 and STA for operations was \$456,450. The following table provides the listing of the Regional Transit Authority's Fleet Utilization Analysis for 2019.

Table 1: Fleet Utilization Analysis

Transportation Provider:		Regional Transit Authority-RIDES January 2015								
Vehicle: Model Year/Body Manufacturer and Model	Fleet ID	# of veh.	No. of Seats/ Wheelchairs	Base Location (Where is it housed?)	What type of service is it performing?	No. of Hours Per Week Used	Is it Used Evg/Wkn d?	Vehicle Equipment (see codes below)	Mileage as of 12-2019	Year for Replacement
2009 Ford Eldorado E450 Aerotech 176"	0901	1	18 / 3	Clay	Demand-Response	Varies	Y	L; MR; MDT; SC	158089	2020
2009 Ford Eldorado E450 Aerotech 176"	0902	2	18 / 3	Clay	Demand-Response	Varies	Y	L; MR; MDT; SC	154785	2021
2010 Eldorado Aerotech 158"	0903	3	14 / 4	Clay	Demand-Response	Varies	Y	L; MR; MTD; SC	144836	2020
2010 Eldorado Aerotech 158"	0905	4	14 / 4	Clay	Demand-Response	Varies	Y	L; MR; MTD; SC	143269	2021
2010 Eldorado Aerotech 158"	0906	5	14 / 4	Clay	Demand-Response	Varies	Y	L; MR; MTD; SC	180310	2021
2010 Eldorado Aerotech 158"	0907	6	14 / 4	Clay	Demand-Response	Varies	Y	L; MR; MTD; SC	149517	2020
2010 Dodge Caravan	0908	7	5 / 2	Clay	Demand-Response	Varies	Y	R; MR; MTD; SC	154470	2019
2010 Dodge Caravan	0909	8	5 / 2	Clay	Demand-Response	Varies	Y	R; MR; MTD; SC	190427	2018
2010 Dodge Caravan	0910	9	5 / 2	Clay	Demand-Response	Varies	Y	R; MR; MTD; SC	165735	2019
2010 Dodge Caravan	0911	10	5 / 2	Clay	Demand-Response	Varies	Y	R; MR; MTD; SC	170164	2018
2010 Dodge Caravan	0912	11	5 / 2	Clay	Demand-Response	Varies	Y	R; MR; MTD; SC	142548	2019
2010 Dodge Caravan	0913	12	5 / 2	Clay	Demand-Response	Varies	Y	R; MR; MTD; SC	161044	2019
2010 Ford Eldorado E450/Aerotech 176"	0914	13	18 / 3	Clay	Demand-Response	Varies	Y	L; MR; MDT; SC	175326	2019
2010 Ford Eldorado E450/Aerotech 176"	0915	14	18 / 3	Clay	Demand-Response	Varies	Y	L; MR; MDT; SC	127702	2022
2010 Ford Eldorado E450/Aerotech 176"	0916	15	18 / 3	Clay	Demand-Response	Varies	Y	L; MR; MDT; SC	152715	2020

2010 Ford Eldorado E450/Aerotech 176"	0917	16	18 / 3	Clay	Demand-Response	Varies	Y	L; MR; MDT; SC	153691	2022
2010 Ford Eldorado Aerotech 138"	0918	17	8 / 3	Clay	Demand-Response	Varies	Y	L; MR; MDT; SC	141932	2020
2010 Ford Eldorado Aerotech 138"	0919	18	8 / 3	Clay	Demand-Response	Varies	Y	L; MR; MDT; SC	154658	2021
2010 Ford Eldorado Aerotech 138"	0920	19	8 / 3	Clay	Demand-Response	Varies	Y	L; MR; MDT; SC	169863	2019
2010 Ford Eldorado Aerotech 138"	0921	20	8 / 3	Clay	Demand-Response	Varies	Y	L; MR; MDT; SC	148761	2020
2010 Ford Aero 138"	0922	21	8 / 3	Clay	Demand-Response	Varies	Y	L; MR; MDT; SC	169850	2020
2010 Ford Eldorado Aerotech 138"	0923	22	8 / 3	Clay	Demand-Response	Varies	Y	L; MR; MDT; SC	170044	2019
2010 Ford Eldorado Aerotech 158"	0924	23	16 / 2	Clay	Demand-Response	Varies	Y	L; MR; MDT; SC	171425	2021
2010 Ford Eldorado Aerotech 158"	0925	24	16 / 2	Clay	Demand-Response	Varies	Y	L; MR; MDT; SC	146241	2021
2010 Ford Eldorado Aerotech 158"	0926	25	16 / 2	Clay	Demand-Response	Varies	Y	L; MR; MDT; SC	141877	2022
2010 Ford Eldorado Aerotech 158"	0927	26	16 / 2	Clay	Demand-Response	Varies	Y	L; MR; MDT; SC	148118	2020
2010 Ford Eldorado Aerotech 158"	0928	27	16 / 2	Clay	Demand-Response	Varies	Y	L; MR; MDT; SC	162121	2021
2010 Ford Eldorado Aerotech 158"	0929	28	16 / 2	Clay	Demand-Response	Varies	Y	L; MR; MDT; SC	161734	2021
2010 Ford Eldorado Aerotech 158"	0930	29	16 / 2	Clay	Demand-Response	Varies	Y	L; MR; MDT; SC	135428	2020
2010 Ford Eldorado Aerotech 158"	0931	30	16 / 2	Clay	Demand-Response	Varies	Y	L; MR; MDT; SC	131329	2022
2010 Ford Eldorado E450/Aerotech 176"	0932	31	18 / 3	Clay	Demand-Response	Varies	Y	L; MR; MDT; SC	143102	2021
2007 Ford El Dorado 176	1041	32	22 / 4	Clay	Demand-Response	Varies	Y	L; MR; MDT; SC	180042	2018
2012 Dodge Grand Caravan MV	1201	33	5 / 2	Clay	Demand-Response	Varies	Y	R; MR; MTD; SC	141214	2022
2015 Dodge Grand Caravan SE	1501	34	5 / 2	Clay	Demand-Response	Varies	Y	R; MR; MTD; SC	86245	2023
2016 Ram Pro-Master 2500	1602	35	9 / 3	Clay	Demand-Response	Varies	Y	R; MR; MDT; SC	74472	2023

2017 Braun	1700	36	5 / 2	Clay	Demand-Response	Varies	Y	R; MR; MDT; SC	56544	2023
2017 Braun	1701	37	5 / 2	Clay	Demand-Response	Varies	Y	R; MR; MDT; SC	46444	2023
2017 Braun	1702	38	5 / 2	Clay	Demand-Response	Varies	Y	R; MR; MDT; SC	52078	2023
2017 Braun	1703	39	5 / 2	Clay	Demand-Response	Varies	Y	R; MR; MDT; SC	58273	2023
2017 Braun	1704	40	5 / 2	Clay	Demand-Response	Varies	Y	R; MR; MDT; SC	61158	2023
2004 Chevy Diesel Bus	1705	41	31 / 0	Clay	Demand-Response	Varies	Y	MR; MDT	243033	2025
2008 Blue Bird School H35 Bus	1800	42	50 / 0	Clay	Demand-Response	Varies	Y	MR; MDT	114227	2025
2018 Dodge Grand Caravan SE	1801	43	5 / 2	Clay	Demand-Response	Varies	Y	R; MR; MDT; SC	19594	2023
2017 Ford E450 Super Duty Cutaway	1802	44	14 / 3	Clay	Demand-Response	Varies	Y	L; MR; MDT; SC	22728	2025
2017 Ford E450 Super Duty Cutaway	1803	45	14 / 3	Clay	Demand-Response	Varies	Y	L; MR; MDT; SC	19945	2025
2017 Ford E450 Super Duty Cutaway	1804	46	14 / 3	Clay	Demand-Response	Varies	Y	L; MR; MDT; SC	14890	2025
2017 Ford E450 Super Duty Cutaway	1805	47	14 / 3	Clay	Demand-Response	Varies	Y	L; MR; MDT; SC	21808	2025
2017 Ford E450 Super Duty Cutaway	1806	48	14 / 3	Clay	Demand-Response	Varies	Y	L; MR; MDT; SC	28380	2025
2017 Ford E450 Super Duty Cutaway	1807	49	14 / 3	Clay	Demand-Response	Varies	Y	L; MR; MDT; SC	26456	2025
2017 Ford E450 Super Duty Cutaway	1808	50	18 / 3	Clay	Demand-Response	Varies	Y	L; MR; MDT; SC	29452	2025
2017 Ford E450 Super Duty Cutaway	1809	51	18 / 3	Clay	Demand-Response	Varies	Y	L; MR; MDT; SC	13932	2025
2017 Ford E450 Super Duty Cutaway	1810	52	18 / 3	Clay	Demand-Response	Varies	Y	L; MR; MDT; SC	17078	2025
2017 Ford E450 Super Duty Cutaway	1811	53	18 / 3	Clay	Demand-Response	Varies	Y	L; MR; MDT; SC	24810	2025

2017 Ford E450 Super Duty Cutaway	1812	54	18 / 3	Clay	Demand-Response	Varies	Y	L; MR; MDT; SC	18305	2025
2017 Ford E450 Super Duty Cutaway	1813	55	20 / 2	Clay	Demand-Response	Varies	Y	L; MR; MDT; SC	24012	2025
2017 Ford E450 Super Duty Cutaway	1814	56	20 / 2	Clay	Demand-Response	Varies	Y	L; MR; MDT; SC	12549	2025
2018 Ford E350 Super Duty Cutaway	1815	57	9 / 1	Clay	Demand-Response	Varies	Y	L; MR; MDT; SC	18517	2025
2018 Ford E450 Super Duty Cutaway	1816	58	14 / 3	Clay	Demand-Response	Varies	Y	L; MR; MDT; SC	13495	2025
2018 Ford E450 Super Duty Cutaway	1817	59	14 / 3	Clay	Demand-Response	Varies	Y	L; MR; MDT; SC	11690	2025
2019 Ford Transit Conversion Van	1818	60	10 / 1	Clay	Demand-Response	Varies	Y	R; MR; MDT; SC	17265	2025
2007 Ford El Dorado 176	3043	61	20 / 2	Clay	Demand-Response	Varies	Y	L; MR; MDT; SC	155501	2018
2007 Ford El Dorado 176	4044	62	16 / 2	Clay	Demand-Response	Varies	Y	L; MR; MDT; SC	144193	2018
2006 Ford Supreme 176	5280	63	20 / 4	Clay	Demand-Response	Varies	Y	L; MR; MDT; SC	148715	2018
2006 Ford Supreme 158	6506	64	20 / 4	Clay	Demand-Response	Varies	Y	L; MR; MDT; SC	152453	2018
2006 Ford Supreme 176	7281	65	20 / 4	Clay	Demand-Response	Varies	Y	L; MR; MDT; SC	155722	2018
2006 Ford Supreme 176	7507	66	20 / 4	Clay	Demand-Response	Varies	Y	L; MR; MDT; SC	137659	2019
2006 Ford Supreme 176	8508	67	20 / 4	Clay	Demand-Response	Varies	Y	L; MR; MDT; SC	122474	2018

Source: RIDES

Service Type: HS = Head Start
Equipment Code: L = Wheelchair Lift; R = Wheelchair Ramp; MR = Mobile Radio; F = Farebox;
MDT = Mobile Data Terminal/Computer; SC = Security Camera

Additionally, the fleet of RTA vehicles contains 65 with lifts or ramps, 65 of the 67 total vehicles comply with ADA standards.

RIDES employs 13 full time and 66 part time staff with most of the part time workers being drivers. The Regional Transit Authority is the single administrative agency (private non-profit) for public transportation in the region. The policy board of RTA adopted by-laws and submitted articles of incorporation to the Secretary of State in October 1979. On July 1, 1980, RTA became a free-standing agency separate from the Iowa Lakes Area Agency on Aging.

The RTA administrative office is located in Spencer, Iowa. RTA provides the majority of its services directly. In several instances RTA does contract for some services by leasing vehicles to cities or agencies for general transportation within their communities. These services are strictly contractual, with each of the providers supplying drivers and paying operating and maintenance expenses. RTA retains policy control over use of these vehicles.

The RTA has become responsible for the administration and overhead support services for the overall regional transit system with the designation by the Boards of Supervisors as the Regional Transit Provider. This consolidation of transit services into one agency has been mutually agreed upon by the nine county boards of supervisors.

School Districts

There are 27 public school districts within region 3. They are as follows:

Albert City-Truesdale, Alta-Aurelia, North Union, Boyden-Hull, Central Lyon, Emmetsburg, Estherville Lincoln, George-Little Rock, Graettinger-Terril, Harris-Lake Park, Hartley-Melvin-Sanborn, Laurens-Marathon, MOC-Floyd Valley, Newell-Fonda, Okoboji, Rock Valley, Ruthven-Ayrshire, Sheldon, Sibley-Ocheyedan, Sioux Center, Sioux Central, South O'Brien, Spencer, Spirit Lake, Storm Lake, West Bend-Mallard, West Lyon and West Sioux.

School Districts provide transportation to and from school, field trips, athletic events and special school related outings. Districts may provide other types of services

One exceptional example in RPA 3 to highlight how public transit and school districts can work together, is in the West Sioux School District. The West Sioux School District and the community of Hawarden have a cooperative program whereby West Sioux transportation vehicles are made available to various groups within the city.

Hawarden has a youth recreation program that provides activities for students on days when there are no classes due to Teacher Development Days and during the summer months. West Sioux buses are used to transport students to these activities. The city pays the cost of the driver, but the school does not charge for fuel or mileage.

The city activity program also plans events for senior citizens. For these events, school vans are supplied. They supply their own driver and there is no charge for fuel or mileage assessed by the school district.

Churches, also, have used West Sioux vehicles with the same arrangement – pay for the driver, but no charge for fuel or mileage. The district also indicated that this cooperative effort has worked well for both the school and citizens of the community. School transportation is established to serve primarily students and school staff during school hours.

Table 2: Annual Transportation Data for Iowa Public Schools

<i>Revised 1/7/2020</i>		Enrollment (less shared time stds)	Route Miles	Non- Route Miles	Net Operating Cost	Ave # Students Transported	Ave Cost Per Pupil Transported	Ave Cost Per Pupil Enrolled	Ave Cost Per Mile	District Square Miles
Dist. #	District Name									
0072	Albert City-Truesdale	202.2	60,019	1,276	\$183,696.74	\$468.73	\$184,165.47	47.0	\$3,918.41	\$910.81
0171	Alta-Aurelia	812.9	106,753	30,645	\$328,958.38	\$6,400.16	\$335,358.54	270.9	\$1,237.94	\$412.55
0333	North Union	410.3	95,478	11,475	\$270,775.22		\$270,775.22	248.7	\$1,088.76	\$659.94
0747	Boyden-Hull	583.1	67,167	31,294	\$158,103.57	\$65,024.67	\$223,128.24	288.0	\$774.75	\$382.66
1095	Central Lyon	774.4	51,971	28,682	\$166,365.49	\$37,843.22	\$204,208.71	292.0	\$699.34	\$263.70
2088	Emmetsburg	700.2	73,440	22,345	\$255,412.85	\$17,397.93	\$272,810.78	176.0	\$1,550.06	\$389.62
2124	Estherville Lincoln	1,269.6	72,963	59,912	\$180,058.00	\$468.73	\$180,526.73	216.0	\$835.77	\$142.19
2457	George-Little Rock	432.1	89,857	15,395	\$253,448.42	\$3,065.02	\$256,513.44	193.0	\$1,329.09	\$593.64
2556	Graettinger-Terril	382.0	52,623	15,687	\$186,517.26	\$1,118.56	\$187,635.82	190.9	\$982.90	\$491.19
2846	Harris-Lake Park	298.4	49,885	12,983	\$148,350.99	\$829.41	\$149,180.40	181.0	\$824.20	\$499.93
2862	Hartley-Melvin-Sanborn	625.3	71,211	16,390	\$136,985.47	\$12,416.61	\$149,402.08	395.6	\$377.66	\$238.93
3537	Laurens-Marathon	255.0	25,507	2,404	\$86,125.48	\$468.73	\$86,594.21	103.0	\$840.72	\$339.59
4149	MOC-Floyd Valley	1,447.1	132,369	42,410	\$322,409.90	\$93,001.23	\$415,411.13	887.9	\$467.86	\$287.06
4644	Newell-Fonda	432.4	52,770	23,746	\$214,065.73	\$3,147.20	\$217,212.93	155.0	\$1,401.37	\$502.34
4890	Okoboji	978.4	81,066	28,922	\$335,249.98	\$442.10	\$335,692.08	679.7	\$493.88	\$343.10
5607	Rock Valley	804.0	57,736	10,242	\$42,663.16	\$117,190.49	\$159,853.65	172.0	\$929.38	\$198.82
5724	Ruthven-Ayrshire	217.0	49,981	5,749	\$182,100.52	\$2,056.79	\$184,157.31	107.9	\$1,706.74	\$848.65
5949	Sheldon	1,083.9	89,585	42,734	\$337,331.05	\$25,284.14	\$362,615.19	454.0	\$798.71	\$334.55

5994	Sibley-Ocheyedan	750.2	80,315	23,410	\$352,257.96	\$5,245.23	\$357,503.19	299.0	\$1,195.66	\$476.54
6030	Sioux Center	1,334.7	94,192	31,922	\$266,747.59	\$108,100.77	\$374,848.36	1,075.9	\$348.40	\$280.85
6035	Sioux Central	483.0	78,219	31,483	\$283,532.54		\$283,532.54	297.0	\$954.66	\$587.02
6099	South O'Brien	611.5	102,321	51,037	\$267,910.54	\$6,544.11	\$274,454.65	303.7	\$903.70	\$448.82
6102	Spencer	1,957.5	99,681	87,866	\$397,337.35		\$397,337.35	1,050.9	\$378.09	\$202.98
6120	Spirit Lake	1,167.7	64,221	19,780	\$394,403.83	\$2,073.53	\$396,477.36	430.0	\$922.04	\$339.54
6219	Storm Lake	2,385.5	89,632	55,639	\$394,940.59		\$394,940.59	1,768.5	\$223.32	\$165.56
6921	West Bend-Mallard	284.4	69,047	10,969	\$210,581.27	\$6,707.58	\$217,288.85	133.7	\$1,625.20	\$764.03
6983	West Lyon	938.2	159,335	16,040	\$502,555.77	\$37,266.44	\$539,822.21	927.3	\$582.14	\$575.38
6990	West Sioux	827.8	82,103	18,139	\$275,033.41	\$50,146.72	\$325,180.13	285.0	\$1,140.98	\$392.82
Totals & Averages:		22,448.8	2,199,447	748,576	\$7,133,919.06	\$602,708.10	\$7,736,627.16	11,629.6	\$665.25	\$344.63

Source: Iowa Department of Education, 2019

The table below shows, a total of 370 vehicles are operated by the 33 districts. The numbers of vehicles range from a high of 22 in the South O'Brien District to a low of 5 in Aurelia District. RIDES contracts to provide ADA services for the school districts in the region that do not have ADA accessible vehicles.

Table 3: School District Vehicle Count and Number of ADA School Buses		
District Name	Total School Buses	Number of ADA School Buses
Albert City-Truesdale	8	1
Alta-Aurelia	16	1
Armstrong-Ringsted	10	0
Boyden-Hull	11	1
Central Lyon	10	1
Clay Central-Everly	9	0
Emmetsburg	15	0
Estherville-Lincoln	15	1
George-Little Rock	10	0
Graettinger-Terril	17	0
Harris-Lake Park	7	0
Hartley-Melvin-Sanborn	12	0
Laurens-Marathon	8	0
MOC-Floyd Valley	14	2
Newell-Fonda	12	1
Okoboji	14	0
Rock Valley	6	0
Ruthven-Ayrshire	7	0
Sheldon	15	1
Sibley-Ocheyedan	12	2
Sioux Center	14	1
Sioux Central	16	1
South O'Brien	22	1
Spencer	20	3
Spirit Lake	13	1
Storm Lake	19	2
West Bend-Mallard	10	0
West Lyon	6	0

West Sioux	9	0
Totals	370	20

Source: Iowa Department of Education, 2019

St. Luke's Lutheran Home

St. Luke's is a senior care provider that provides transportation for group activity to its residents only. These are mostly trips for residents to medical appointments throughout the area. St. Luke's indicated that their vehicles operate Monday through Friday from approximately 7:30 a.m. to 4:00 p.m. but on occasion they will run on a weekend. St. Luke's does not track information about total annual mileage or trip numbers.

St. Luke's owns two vans with ramps. One van is used only as a backup when the primary one is used or broken. St. Luke's has one full time driver, and one full time maintenance staff. St. Luke's does not receive public funding and does not earn revenue for the service provided.

Village Northwest

Village Northwest is a non-profit community organization. Village Northwest provides general transportation for its clients only. They also cover medical appointments, shopping (both in and out of town), recreational outings to ballgames, concerts, etc. Village Northwest doesn't receive revenue for the services it provides for its residents. Currently RIDES provides Village Northwest with ADA accessible vehicles and they have staff that are trained and drive for their residents.

Hope Haven

Hope Haven is a nonprofit community-based organization that provides transformational services for residents. Hope Haven provides transportation for their clients to medical appointments, worksites and community work sites. RIDES has taken over transportation services for Hope Haven as of the summer of 2014. Hope Haven doesn't receive revenue for the services it provides for its residents.

ECHO Plus (Now under the umbrella services of Hope Haven)

Echo Plus Inc. is a sheltered workshop that provides supported community living programs to its clients. Echo vehicles are used for the residents only at their waiver homes. The minivans allow the 3 to 5 people who live in each house to do normal household activities. The remaining minivans utilized in the supported community living program for individuals they support and teach in their own apartments. The Echo staff drives the vehicles to provide access to groceries, medical appointments and prescriptions, shopping, church, recreation and other normal activities. The vehicles operate primarily Monday through Friday. Echo doesn't track trips or mileage and doesn't receive revenues for their services provided.

Imagine the Possibilities

Imagine the Possibilities, formerly known as Genesis, is an agency that helps persons with disabilities located in Storm Lake, IA. They provide transportation services for their residents only. They make work trips for residents, as well as medical trips for residents as well. The work vans operate in support servicer capacity for residents. Monday through Friday while their other three vehicles operate seven days a week. Genesis didn't provide mileage as its not tracked but mentioned that primarily their trips are within Buena Vista County. Genesis has five vehicles including a 15 and 12 passenger work vans, a minivan, a car, and a wheelchair accessible van. Genesis has no full-time drivers and uses on hand staff to make the needed trips. They do not track operating expenses and do not receive revenues for the services provided.

Spencer Cab Company

RIDES currently contracts with Spencer Cab Company to enhance their services. The Spencer Cab Company is a privately owned cab company in Spencer that offers demand responsive service to anyone in Spencer. The cab operates Monday through Saturday during the week with Sunday as an off day. Clay County. Spencer Cab only has two vehicles and the owner does majority of the driving.

Storm Lake Cab Company

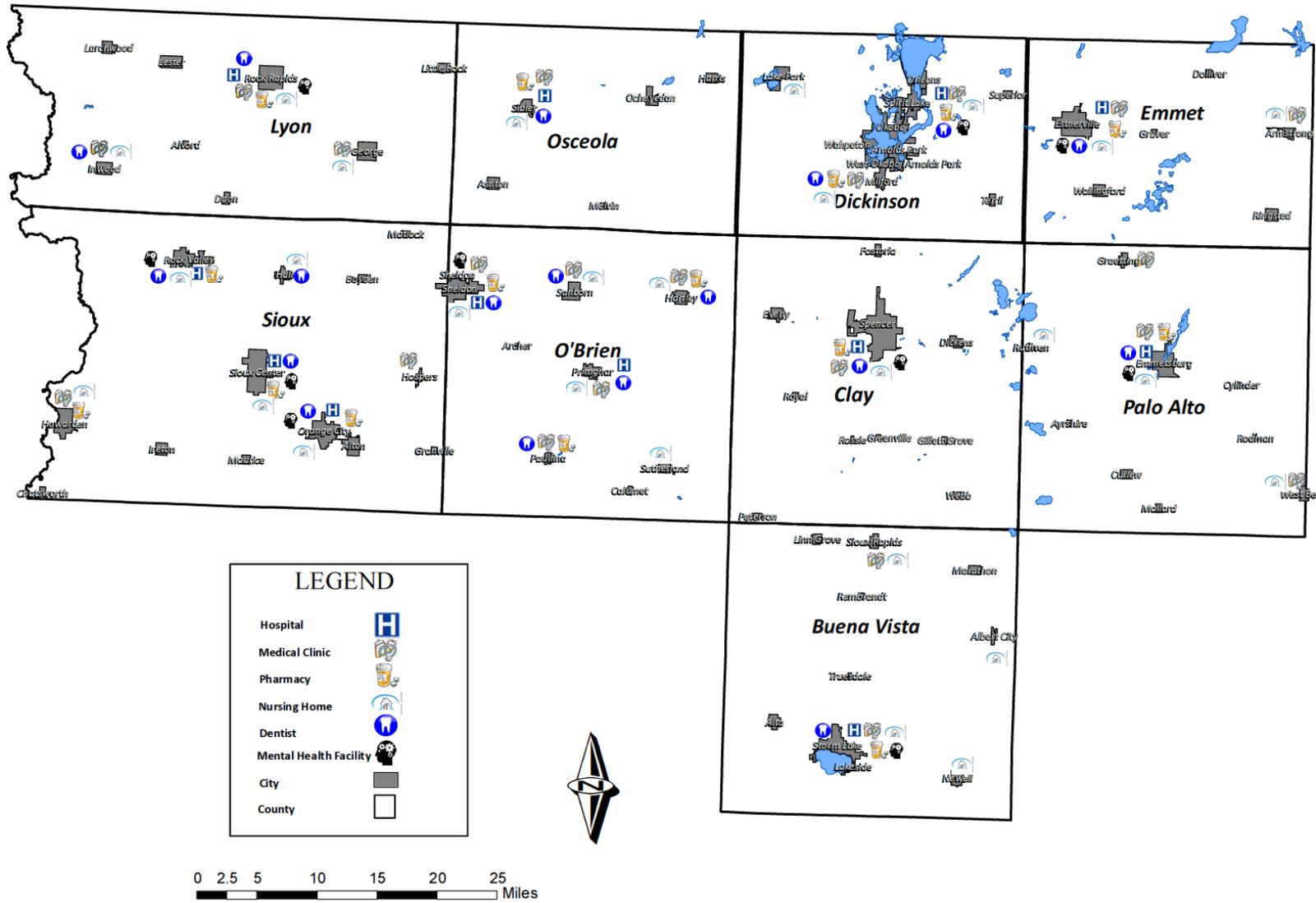
RIDES currently contracts with the Storm Lake Cab Company. The Storm Lake Cab Company is a privately owned cab company in Storm Lake Iowa that provides a variety of services. They predominantly do demand responsive service, but also run a shuttle to the Omaha airport for Buena Vista University. They are demand responsive services, and Buena Vista Students are able to use the shuttle. The Storm Lake Cab Company is open seven days a week. They will go anywhere but indicated that 90% of trips are within Buena Vista County or up to Spencer. Storm Lake Cab Company is privately owned and therefore did not release any operating or revenue information.

Both Spencer and Storm Lake Cab Companies are not currently have ADA accessible vehicles, but when they receive a call for transportation services for someone who is needing ADA accessibility, they work with RIDES to provide the service.

The following maps provide the locations of medical facilities that include hospitals, clinics, pharmacies, nursing homes, dental, and mental health facilities and essential community services that include banks, postal, libraries, grocery, large employment centers, elementary schools, middle/high schools, community action agencies, persons with disability employers, group homes, low-income housing, and congregate meal sites.

While no specific transit program is applicable to provide access to these aforementioned facilities, the RTA does currently contract with persons with disability employers and group homes to fulfill their transportation needs. In addition, transit programs to employment centers have been tried in the past but no current programs exist. However, all of these facilities would be accessible via transit through the on-demand service that is currently provided.

Locations of Medical Services in NWIPDC Region



Area Profile

Population Characteristics

Population statistics help to show the bigger picture of what is going on in the RPA 3. As a whole, the region lost 0.07% population. This isn't significant, but it is continuing to be the trend in rural Iowa. "Dave Peters, an Iowa State University sociologist, said the loss of manufacturing and agricultural jobs in rural areas continues to drive people into the state's larger cities"

Buena Vista County

Buena Vista County population saw a slight increase in population from 2010 to 2017. According to the 2017 Census (American Fact Finder), the population was 20,369 an increase from 20,260 in 2010. This makes up a 0.6% difference in population. All Cities in Buena Vista County all showed a slight growth in population, except for Albert City, Linn Grove, Rembrandt and Sioux Rapids. Storm Lake, which is the county seat, had the largest change in population with an increase of 138 people or 2.3%.

Clay County

Clay County population saw a slight decline in population from 2010 to 2017. According to the 2017 Census (American Fact Finder), the population was 16,387, dropping from 16,667 in 2010. This makes up a -1.7% difference in population. The Cities of Dickens, Everly, Greenville and Webb populations grew slightly, while the rest of the cities and the rural county all lost population. Everly had the largest percentage increase in population with an increase of 80 people or 12.8%

Dickinson County

Dickinson County saw a slight increase in population from 2010 to 2017. According to the 2017 Census (American Fact Finder), the population was 17,000, increasing from 16,667 in 2010. This makes up a 2% difference. All cities in the County grew in population, except for Arnolds Park and Orleans. Spirit Lake is the largest city in Dickinson County and had the largest percentage increase in population with 127 people or 3.4%.

Emmet County

Emmet County population saw a slight decrease. According to the 2017 Census (American Fact Finder), the population was 9,661. The largest population decline in the county was in the city of Estherville. Their population was 6,360 in 2010 and was down to 5,930 in 2017. This makes up a population decline of 430 or 6.8%.

Lyon County

Lyon County increased 164 persons or 1.4% from 11,581 to 11,745 persons for the period of 2010 to 2017 according to the 2017 Census (American Fact Finder). All cities in Lyon County increased in population, except for the City of Lester. The City with the largest growth is Alvord, who grew by 64 people or 25%.

O'Brien County

O'Brien County saw a decrease in population from 2010 to 2017. According to the to the 2017 Census (American Fact Finder), the population was 13,944, decreasing from 14,398 in 2010. This makes up a -3.3% difference. The Cities of Archer, Hartley, Primghar and Sanborn all grew in population, while the rest of the cities and the rural county all lost population. Hartley had the largest population change between 2010-2017, with an additional 71 people, or 4.1%.

Osceola County

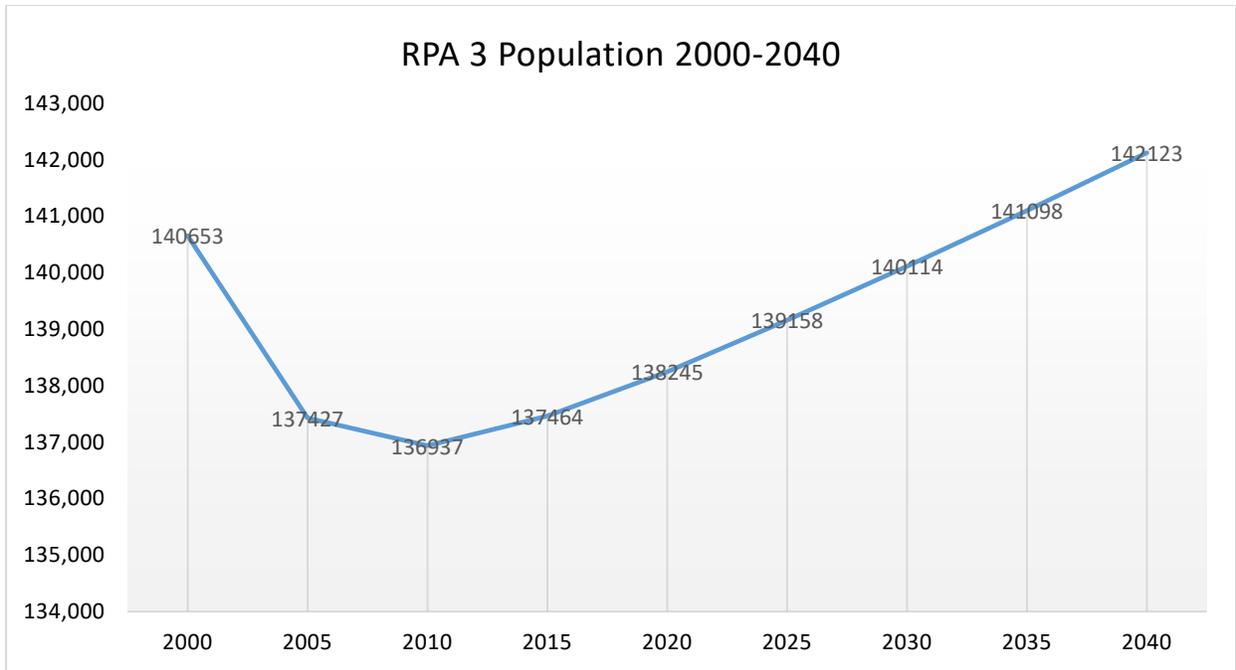
Osceola County saw a decrease in population from 2010 to 2017. According to the to the 2017 Census (American Fact Finder), the population was 6,149, decreasing from 6,462 in 2010. This makes up a -4.9% difference. All Cities in Osceola County decreased in population, except for Melvin and Ocheyedan. Sibley lost the most population from 2010 to 2017, decreasing by 139 people, or -5.2%.

Palo Alto County

Palo Alto County decreased by 410 persons in from 9,421 to 9,011 persons or -4.5%. Rural Palo Alto County and 5 of 8 cities had a decline in population. Ayrshire, Curlew, Cylinder and Rodman all increase slightly in population. The largest City in Palo Alto County, Emmetsburg, had the largest population loss between 2010-2017, going from 3,904 to 3,783 or 3.2%.

Sioux County

Sioux County saw an increase in population from 2010 to 2017. According to the to the 2017 Census (American Fact Finder), the population was 34,692, increasing from 33,704 in 2010 or 2.9%. All cities except for Chatsworth, Granville and Matlock. Sioux Center is the largest city in Sioux County, and had the largest change in population with 402 people or 6%.



Source: Woods and Pool, Inc. 2019

The previous paragraphs show that the population has declined from 2010 to the 2017, according to the US Census. The picture the data paints a common theme in rural Iowa. However, according to Woods and Poole data the population in RPA 3 is projected to increase in population until 2040. Some counties in the region will steadily lose population, while others steadily gain thus the region will gain population as a whole.

Age Distribution

Another factor that impacts the population that has declined in RPA recently, is the increasing number of elderly citizens. The following table shows the breakdown by age of the total population per county and the percentage that represents. The overall trend that can be seen in the table below is that the largest group of in the population are the baby boomers ages 51-69 and school aged children-5-24. These are the groups that are going to heavily rely on public transportation and who the public transit system continues to focus on.

Table 4: Population by Age Group and Percentage of the Total Population

Age Group	Buena Vista	Clay	Dickinson	Emmet	Lyon	O'Brien	Osceola	Palo Alto	Sioux
Under 5	1,518/7.5%	1,042/6.4%	831/4.9%	509/5.3%	867/7.4%	830/6.0%	394/6.4%	547/6.0%	2,595/7.5%
5-9 Years	1,312/6.4%	1,073/6.5%	905/5.3%	539/5.6%	1,113/9.5%	955/6.8%	423/6.9%	615/6.8%	2,729/7.9%
10-14 Years	1,477/7.3%	1,027/6.3%	930/5.5%	677/7.0%	815/6.9%	894/6.4%	392/6.4%	564/6.2%	2,588/7.5%
15-19 Years	1,716/8.4%	928/5.7%	872/5.1%	908/9.4%	760/6.5%	865/6.2%	364/5.9%	553/6.1%	3,081/8.9%
20-24 Years	2,577/12.7%	860/5.2%	842/5.0%	516/5.3%	581/4.9%	722/5.2%	293/4.8%	556/6.1%	3,165/9.1%
25-29 Years	2,160/10.6%	1,829/11.2%	1,710/10.1%	891/9.2%	1,240/10.6%	1,429/10.2%	620/10.1%	966/10.6%	3,973/11.5%
30-34 Years	2,415/11.9%	1,853/11.3%	1,772/10.4%	1,058/11.0%	1,426/12.1%	1,528/11.0%	642/10.4%	1,022/11.2%	3,789/10.9%
35-39 Years	1,347/6.6%	2,072/12.6%	2,155/12.7%	1,186/12.3%	1,360/11.6%	1,749/12.5%	835/13.6%	1,068/11.7%	3,638/10.5%
40-44 Years	1,397/6.9%	1,144/7.0%	1,379/8.1%	831/8.6%	873/7.4%	1,185/8.5%	565/9.2%	707/7.8%	2,276/6.6%
45-49 Years	1,387/6.8%	1,289/7.9%	1,478/8.7%	654/6.8%	672/5.7%	922/6.6%	370/6.0%	588/6.5%	1,787/5.2%
50-54 Years	805/4.0%	1,614/9.8%	2,208/13.0%	935/9.7%	967/8.2%	1,271/9.1%	583/9.5%	883/9.7%	2,432/7.0%
55-59 Years	698/3.4%	983/6.0%	1,337/7.9%	656/6.8%	706/6.0%	975/7.0%	404/6.6%	571/6.3%	1,801/5.2%
60-64 Years	1,518/7.5%	673/4.1%	581/3.4%	301/3.1%	365/3.1%	619/4.4%	264/4.3%	470/5.2%	838/2.4%
65-69 Years	1,312/6.4%	1,042/6.4%	831/4.9%	509/5.3%	867/7.4%	830/6.0%	394/6.4%	547/6.0%	2,595/7.5%
70-74 Years	1,477/7.3%	1,073/6.5%	905/5.3%	539/5.6%	1,113/9.5%	955/6.8%	423/6.9%	615/6.8%	2,729/7.9%
75-79 Years	1,716/8.4%	1,027/6.3%	930/5.5%	677/7.0%	815/6.9%	894/6.4%	392/6.4%	564/6.2%	2,588/7.5%
80-84 Years	2,577/12.7%	928/5.7%	872/5.1%	908/9.4%	760/6.5%	865/6.2%	364/5.9%	553/6.1%	3,081/8.9%
85 Years and Over	2,160/10.6%	860/5.2%	842/5.0%	516/5.3%	581/4.9%	722/5.2%	293/4.8%	556/6.1%	3,165/9.1%

Source: US Census, American Fact Finder 2017

Also, as seen in the table below, median ages in RPA 3 range from 33-48 years of age. The youngest median age is Sioux County with 33.3years of age and the oldest median age is Dickinson County. In general, Sioux County has a large amount of school aged children, thus bringing the entire county median average down. There are a lot of young professionals in this county, keeping the median population down. In Dickinson County, it is considered a retirement area with the Iowa Great Lakes as the backdrop. Many of those in the baby boomer generator choose to move to places like Dickinson County to slow down and enjoy their retirement, thus bringing the median age higher.

Buena Vista	35.1
Clay	42.2
Dickinson	48.7
Emmet	42.5
Lyon	38.0
O'Brien	43.3
Osceola	44.0
Palo Alto	42.3
Sioux	33.3

Source: US Census, American Fact Finder 2017

Another important factor to look at is the population over 65 years of age. This population tends to give up driving as they age and rely heavily on public transportation. From the table below, on average 1/5 of the total population is over 65 years of age. This is not isolated just to RPA 3 in northwest Iowa though. The State of Iowa has 15.6% of its population over the age of 65. As the younger groups age, this number as well as the median age will continue to steadily rise.

Buena Vista	14.2%
Clay	19.9%
Dickinson	24.3%
Emmet	19.6%
Lyon	17.3%
O'Brien	20.5%
Osceola	20.4%
Palo Alto	21.2%
Sioux	14.6%

Source: US Census, American Fact Finder 2017

As previously stated, elderly and the disabled are the two largest users of the public transportation system. On the table below, there is a breakdown by county of the civilized noninstitutionalized population that has a disability. As the table below shows, on average 12.6% of the population is disabled.

Table 7: Disability Status Percentage Breakdown by County in RPA 3			
	Total Civilian Noninstitutionalized Population	Number with a Disability	Percentage
Buena Vista	20,099	1,804	9.0%
Clay	16,136	2,353	14.6%
Dickinson	16,817	2,546	15.1%
Emmet	9,396	1,366	14.5%
Lyon	11,575	1,178	10.2%
O'Brien	13,733	1,841	13.4%
Osceola	6,054	887	14.7%
Palo Alto	8,906	1,274	14.3%
Sioux	34,293	2,860	8.3%

Source: US Census, American Fact Finder 2017

Employment

Employment information is very important to help paint the picture of what types of industry people work in, what the median income is and how commuting affects the entire big picture. Below will be a few tables that detail this information, as well as some maps from Iowa Workforce Development detailing commuting patterns.

Table 8: Employment by Industry for Buena Vista County		
	Estimate	Percentage
Agriculture, forestry, fishing and hunting and mining	885	8.4%
Construction	535	5.1%
Manufacturing	2,836	26.8%

Wholesale trade	326	3.1%
Retail trade	1,275	12.0%
Transportation and warehousing, and utilities	213	2.0%
Information	104	1.0%
Finance and insurance, and real estate and rental leasing	296	2.8%
Professional, scientific, and management, and administrative and waste management	327	3.1%
Educational services, and health care and social assistance	2,434	23.0%
Arts, entertainment, and recreation and accommodation and food services	654	6.2%
Other services, except public administration	464	4.4%
Public Administration	233	2.2%

Source: US Census, American Fact Finder 2017

Table 9: Employment by Industry for Clay County		
	Estimate	Percentage
Agriculture, forestry, fishing and hunting and mining	524	6.2%
Construction	580	6.8%
Manufacturing	1,235	14.5%
Wholesale trade	363	4.3%
Retail trade	1,428	16.8%
Transportation and warehousing, and utilities	385	4.5%
Information	274	3.2%
Finance and insurance, and real estate and rental leasing	410	4.8%
Professional, scientific, and management, and administrative and waste management	439	5.2%
Educational services, and health care and social assistance	1,895	22.3%
Arts, entertainment, and recreation and accommodation and food services	500	5.9%

Other services, except public administration	298	3.5%
Public Administration	169	2.0%

Source: US Census, American Fact Finder 2017

Table 10: Employment by Industry for Dickinson County		
	Estimate	Percentage
Agriculture, forestry, fishing and hunting and mining	394	4.4%
Construction	741	8.4%
Manufacturing	1,520	17.1%
Wholesale trade	370	4.2%
Retail trade	1,154	13.0%
Transportation and warehousing, and utilities	442	5.0%
Information	114	1.3%
Finance and insurance, and real estate and rental leasing	419	4.7%
Professional, scientific, and management, and administrative and waste management	467	5.3%
Educational services, and health care and social assistance	1,656	18.7%
Arts, entertainment, and recreation and accommodation and food services	871	9.8%
Other services, except public administration	423	4.8%
Public Administration	300	3.4%

Source: US Census, American Fact Finder 2017

Table 11: Employment by Industry for Emmet County		
	Estimate	Percentage
Agriculture, forestry, fishing and hunting and mining	426	8.2%
Construction	287	5.5%
Manufacturing	1,194	22.9%
Wholesale trade	137	2.6%
Retail trade	685	13.2%

Transportation and warehousing, and utilities	229	4.4%
Information	88	1.7%
Finance and insurance, and real estate and rental leasing	197	3.8%
Professional, scientific, and management, and administrative and waste management	178	3.4%
Educational services, and health care and social assistance	922	17.7%
Arts, entertainment, and recreation and accommodation and food services	470	9.0%
Other services, except public administration	254	4.9%
Public Administration	140	2.7%

Source: US Census, American Fact Finder 2017

Table 12: Employment by Industry for Lyon County		
	Estimate	Percentage
Agriculture, forestry, fishing and hunting and mining	754	12.8%
Construction	303	5.2%
Manufacturing	919	15.6%
Wholesale trade	221	3.8%
Retail trade	501	8.5%
Transportation and warehousing, and utilities	311	5.3%
Information	182	3.1%
Finance and insurance, and real estate and rental leasing	367	6.2%
Professional, scientific, and management, and administrative and waste management	281	4.8%
Educational services, and health care and social assistance	1,285	21.9%
Arts, entertainment, and recreation and accommodation and food services	302	5.1%
Other services, except public administration	229	3.9%
Public Administration	225	3.8%

Source: US Census, American Fact Finder 2017

Table 13: Employment by Industry for O'Brien County		
	Estimate	Percentage
Agriculture, forestry, fishing and hunting and mining	597	8.1%
Construction	460	6.3%
Manufacturing	1,455	19.9%
Wholesale trade	266	3.6%
Retail trade	912	12.4%
Transportation and warehousing, and utilities	247	3.4%
Information	143	2.0%
Finance and insurance, and real estate and rental leasing	311	4.2%
Professional, scientific, and management, and administrative and waste management	255	3.5%
Educational services, and health care and social assistance	1,738	23.7%
Arts, entertainment, and recreation and accommodation and food services	441	6.0%
Other services, except public administration	288	3.9%
Public Administration	214	2.9%

Source: US Census, American Fact Finder 2017

Table 14: Employment by Industry for Osceola County		
	Estimate	Percentage
Agriculture, forestry, fishing and hunting and mining	524	15.5%
Construction	210	6.2%
Manufacturing	680	20.1%
Wholesale trade	84	2.5%
Retail trade	308	9.1%
Transportation and warehousing, and utilities	129	3.8%
Information	58	1.7%
Finance and insurance, and real estate and rental leasing	135	4.0%

Professional, scientific, and management, and administrative and waste management	157	4.6%
Educational services, and health care and social assistance	725	21.5%
Arts, entertainment, and recreation and accommodation and food services	147	4.4%
Other services, except public administration	134	4.0%
Public Administration	88	2.6%

Source: US Census, American Fact Finder 2017

Table 15: Employment by Industry for Palo Alto County		
	Estimate	Percentage
Agriculture, forestry, fishing and hunting and mining	418	9.1%
Construction	308	6.7%
Manufacturing	738	16.0%
Wholesale trade	111	2.4%
Retail trade	440	9.6%
Transportation and warehousing, and utilities	284	6.2%
Information	69	1.5%
Finance and insurance, and real estate and rental leasing	193	4.2%
Professional, scientific, and management, and administrative and waste management	114	2.5%
Educational services, and health care and social assistance	1,089	23.7%
Arts, entertainment, and recreation and accommodation and food services	464	10.1%
Other services, except public administration	166	3.6%
Public Administration	205	4.5%

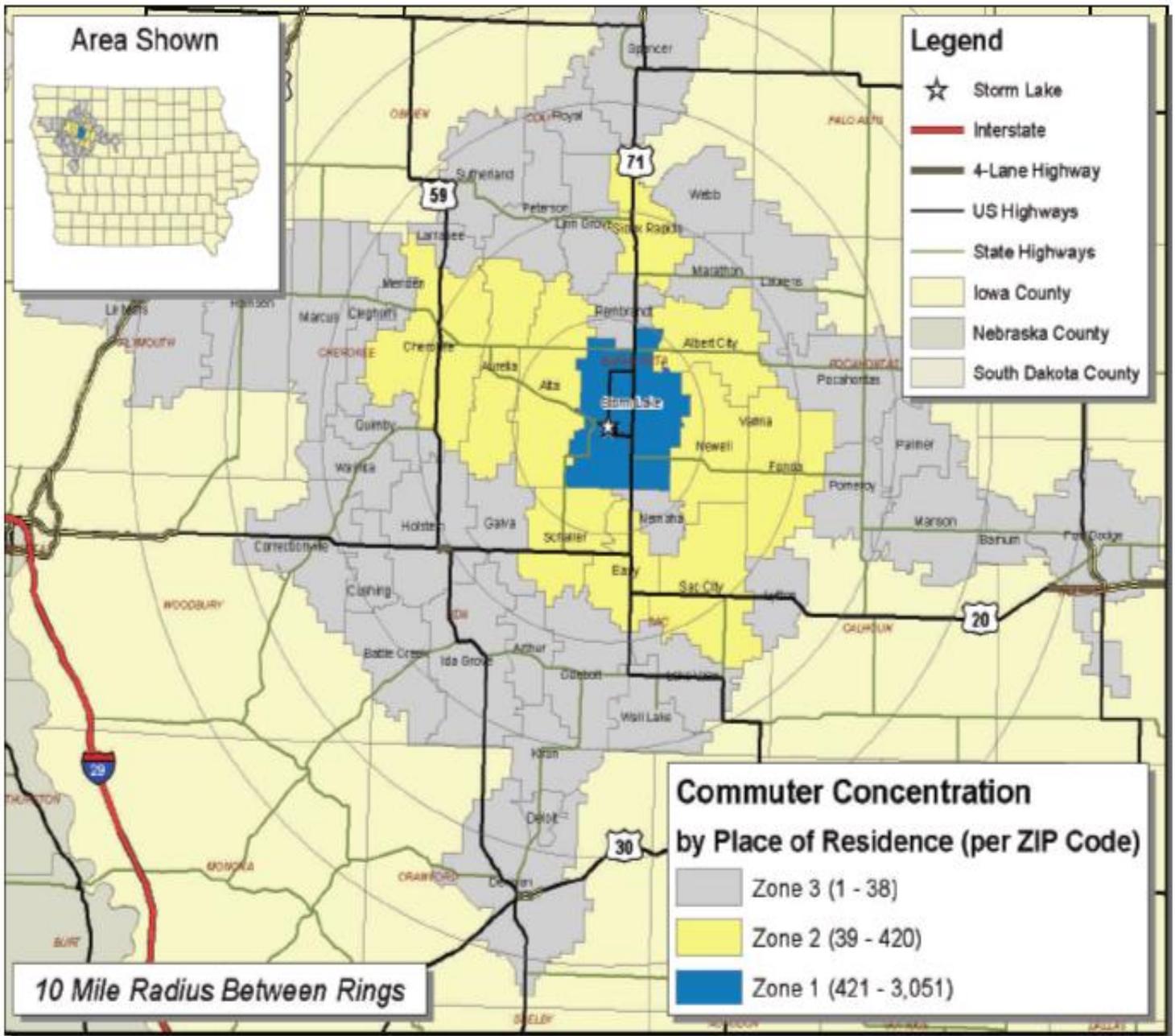
Source: US Census, American Fact Finder 2017

Table 16: Employment by Industry for Sioux County		
	Estimate	Percentage
Agriculture, forestry, fishing and hunting and mining	1,988	10.7%
Construction	1,078	5.8%
Manufacturing	3,062	16.4%
Wholesale trade	488	2.6%
Retail trade	2,039	11.0%
Transportation and warehousing, and utilities	714	3.8%
Information	211	1.1%
Finance and insurance, and real estate and rental leasing	794	4.3%
Professional, scientific, and management, and administrative and waste management	960	5.2%
Educational services, and health care and social assistance	4,718	25.3%
Arts, entertainment, and recreation and accommodation and food services	1,279	6.9%
Other services, except public administration	978	5.3%
Public Administration	309	1.7%

Source: US Census, American Fact Finder 2017

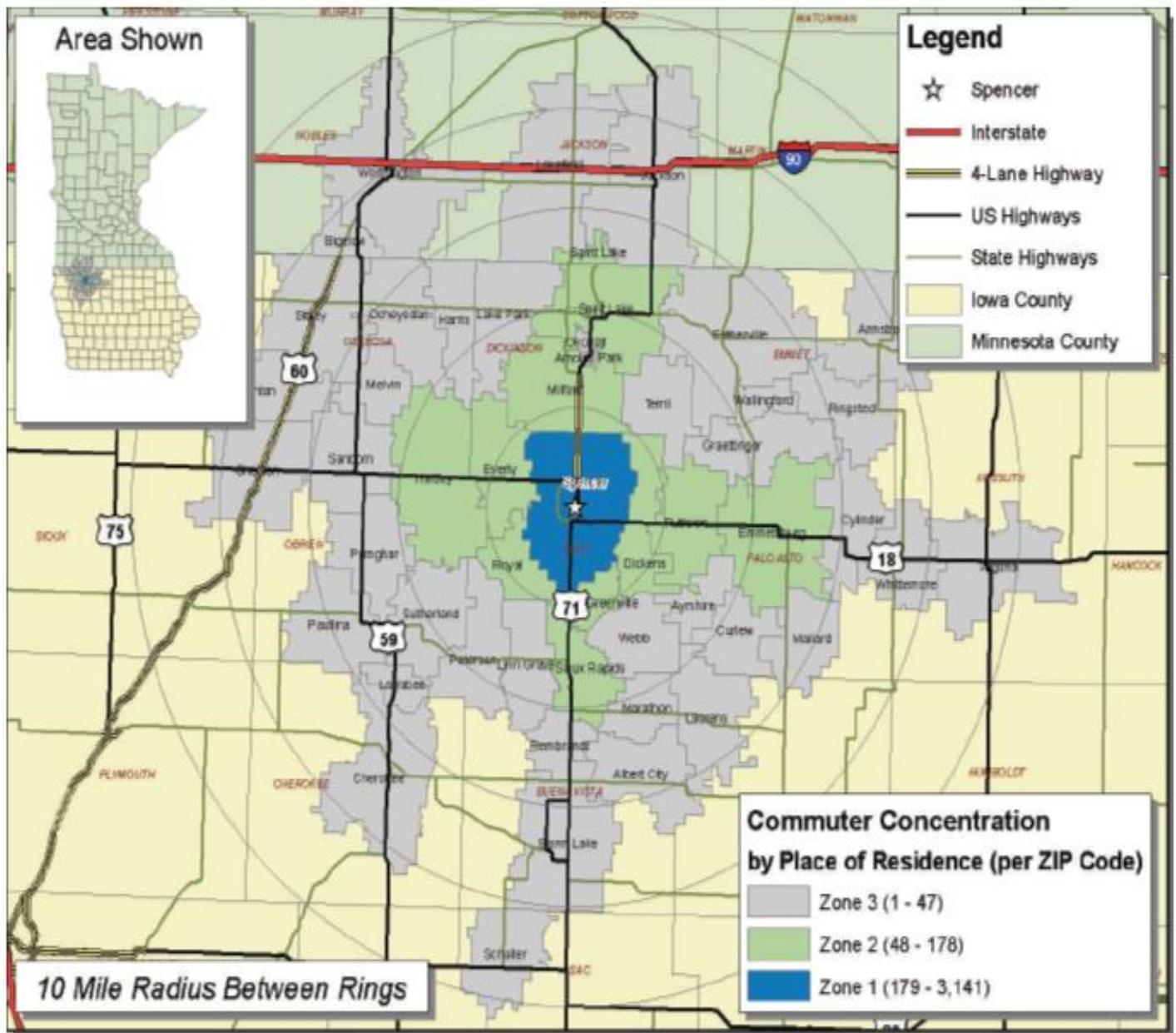
When looking at the above tables, it can be seen there is a common trend among the counties in RPA 3. The top industries are manufacturing, retail trade, educational services, health care and social assistance and agriculture. In Palo Alto County, one of their top three industries is arts, entertainment, and recreation and accommodation and food service. This is because the Wild Rose Casino is located in Emmetsburg and creates these industry type jobs within the county. An important factor to look at also when looking at industry employment is commute times. The average commute time for all nine counties in the region is 16.15 minutes. This shows that people are willing to drive a small distance to get to a good job. Below are commuter concentration maps developed by Iowa Workforce Development and help to show where people live and how they commute.

The map below shows Buena Vista County commuter concentration. It shows that the majority of the population in the county live around the city of Storm Lake, which is also where a majority of the jobs are located. It also shows that people commute from essentially all directions around the city of Storm Lake for employment. The average commute time in Buena Vista County is 13.7 minutes.



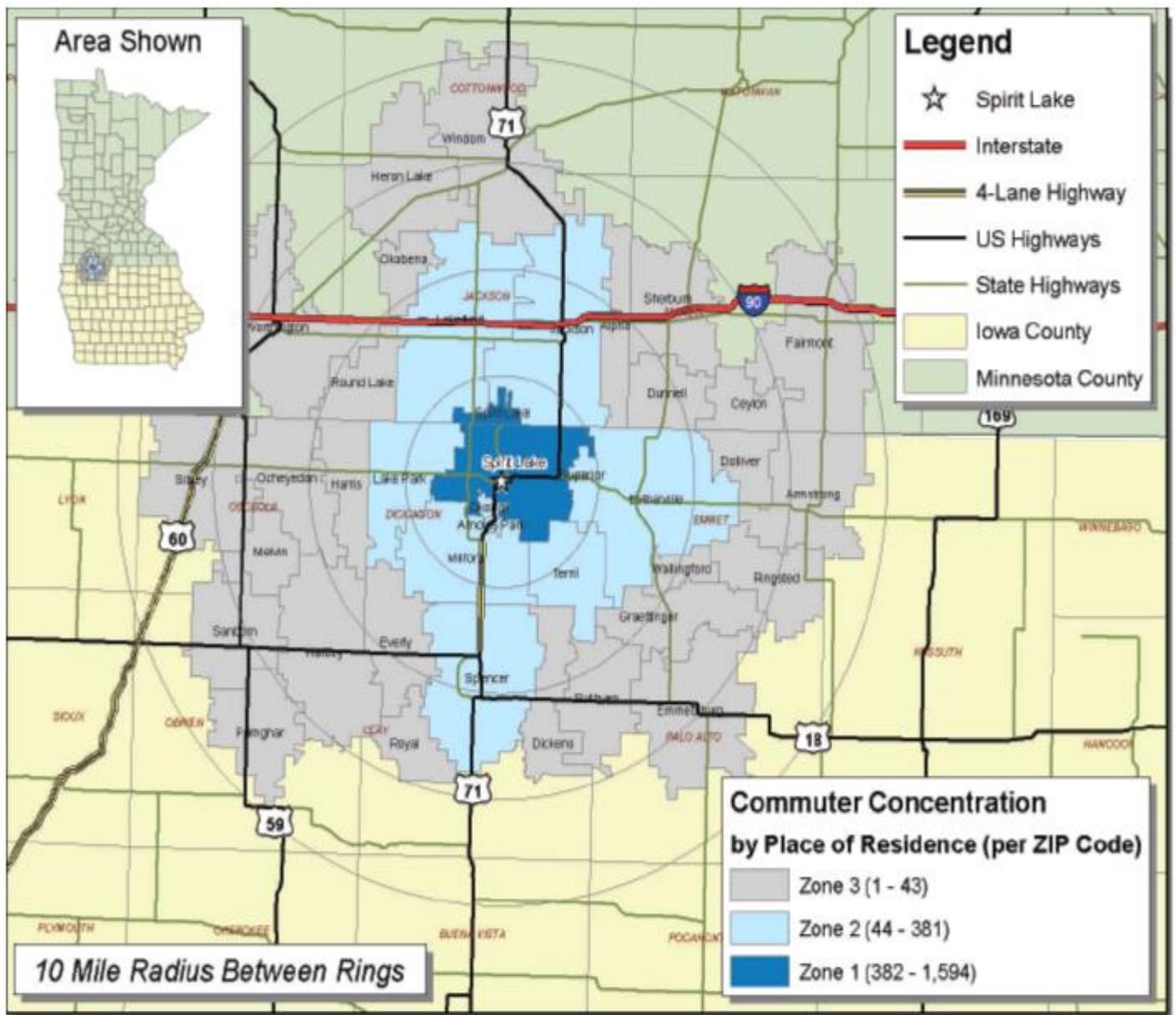
Source: Iowa Workforce Development

The map below shows Clay County commuter concentration. It shows that the majority of the population in the county live around the city of Spencer, which is also where a majority of the jobs are located. It also shows that people commute from essentially all directions around the city of Spencer for employment. The average commute time in Clay County is 15.2 minutes.



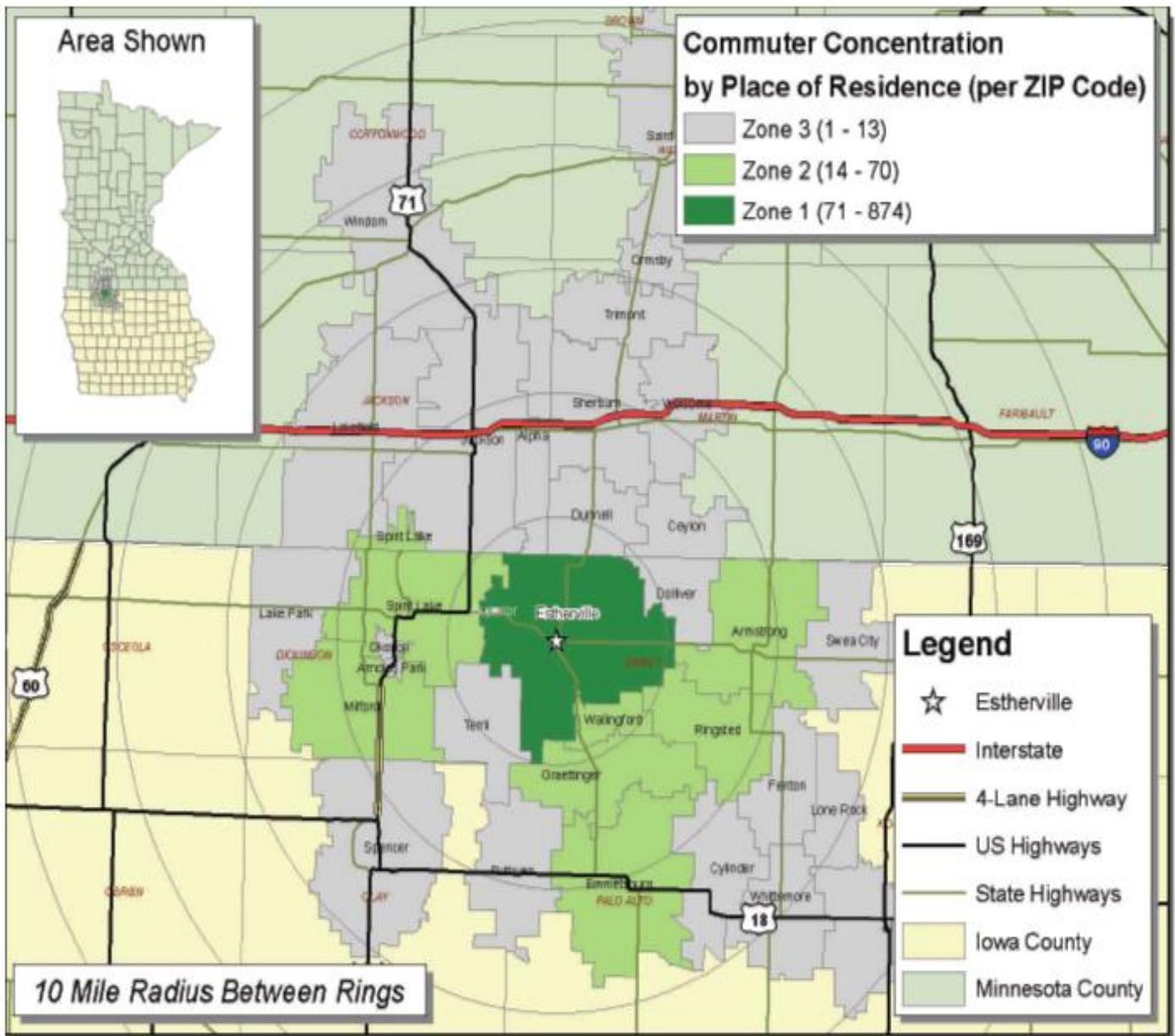
Source: Iowa Workforce Development

The map below shows Dickinson County commuter concentration. It shows that the majority of the population in the county live around the city of Spirit Lake, which is also where a majority of the jobs are located. It also shows that people commute from essentially all directions around the city of Spirit Lake for employment. The average commute time in Dickinson County is 16.7 minutes.



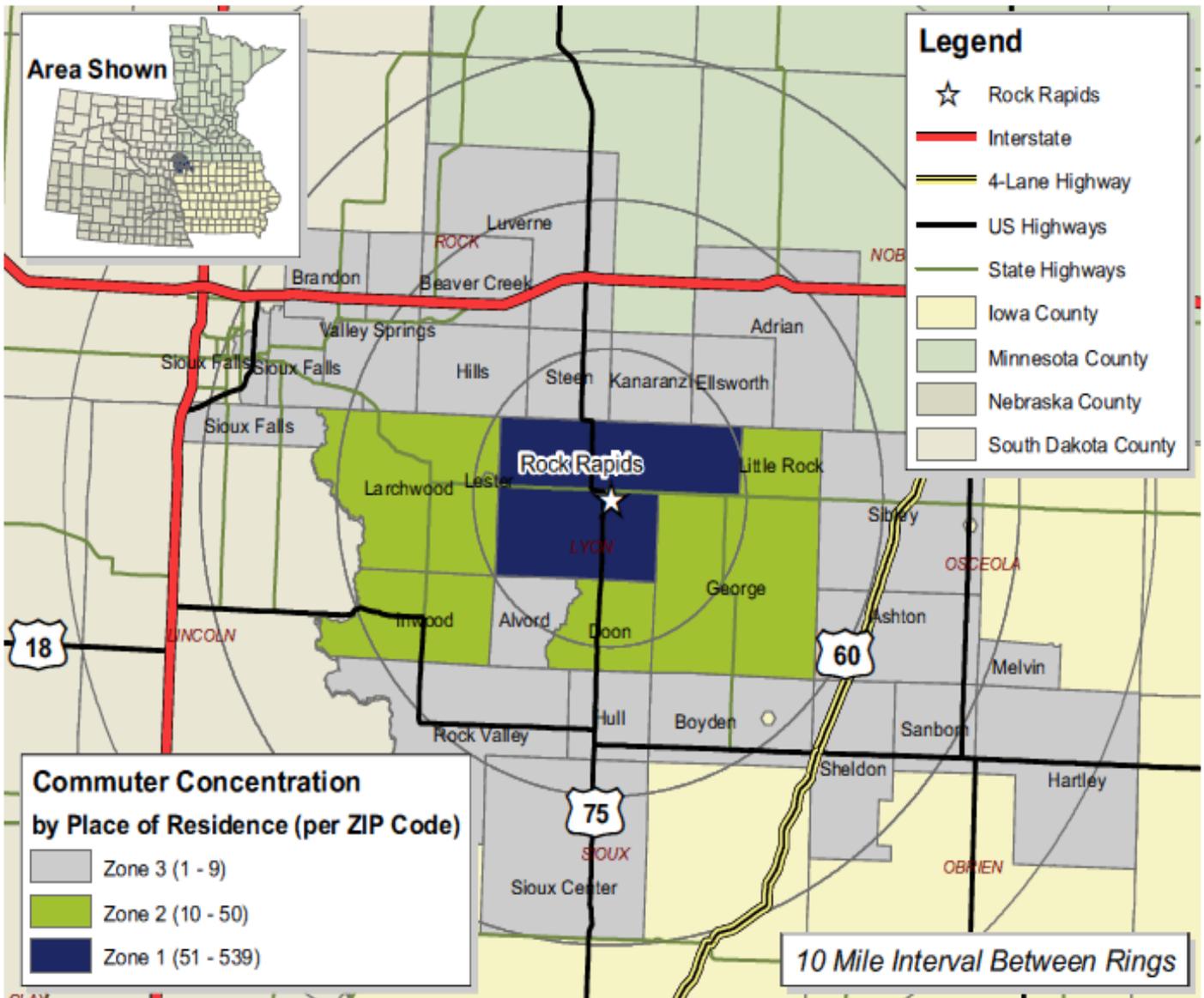
Source: Iowa Workforce Development

The map below shows Emmet County commuter concentration. It shows that the majority of the population in the county live around the city of Estherville, which is also where a majority of the jobs are located. It also shows that people commute from the south, east and west to the city of Estherville for employment. The average commute time in Emmet County is 16.4 minutes.



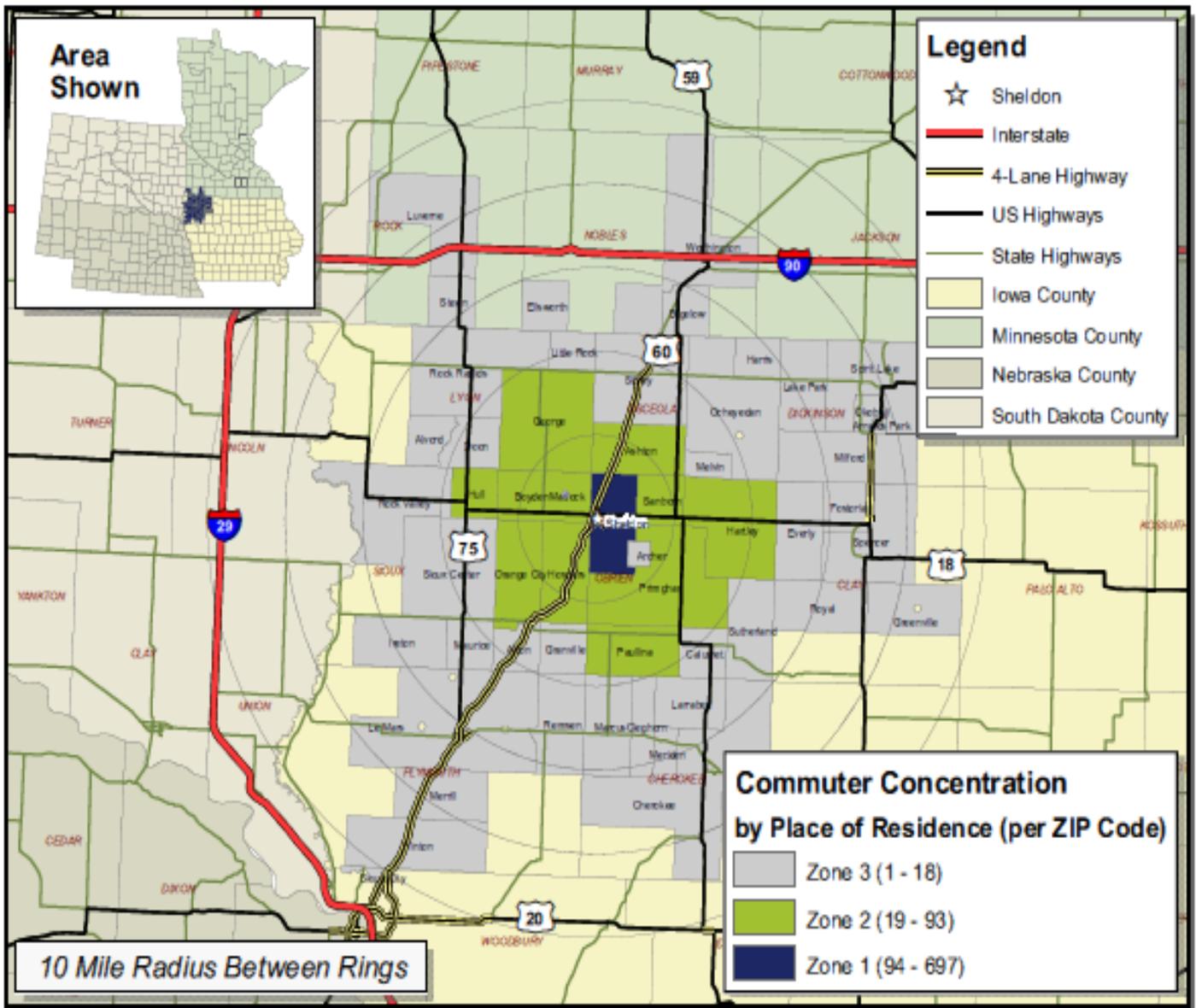
Source: Iowa Workforce Development

The map below shows Lyon County commuter concentration. It shows that the majority of the population in the county live around the city of Rock Rapids, which is also where a majority of the jobs are located. It also shows that people commute from the south, east and west of the city of Rock Rapids for employment. The average commute time in Lyon County is 18.1 minutes.



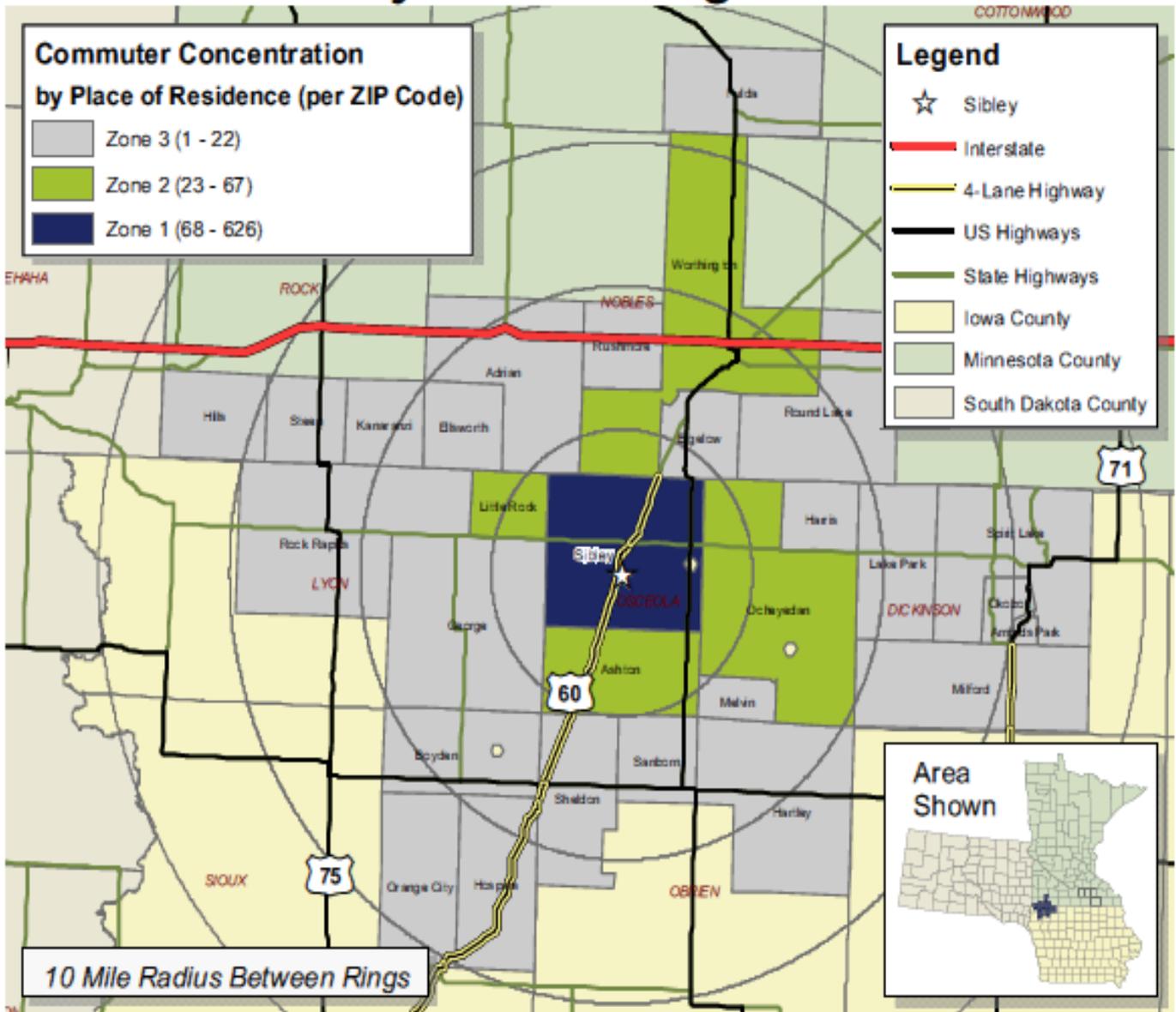
Source: Iowa Workforce Development

The map below shows O’Brien County commuter concentration. It shows that the majority of the population in the county live around the city of Sheldon, which is also where a majority of the jobs are located. It also shows that people commute from essentially all directions around the city of Sheldon for employment. The average commute time in O’Brien County is 16.7 minutes.



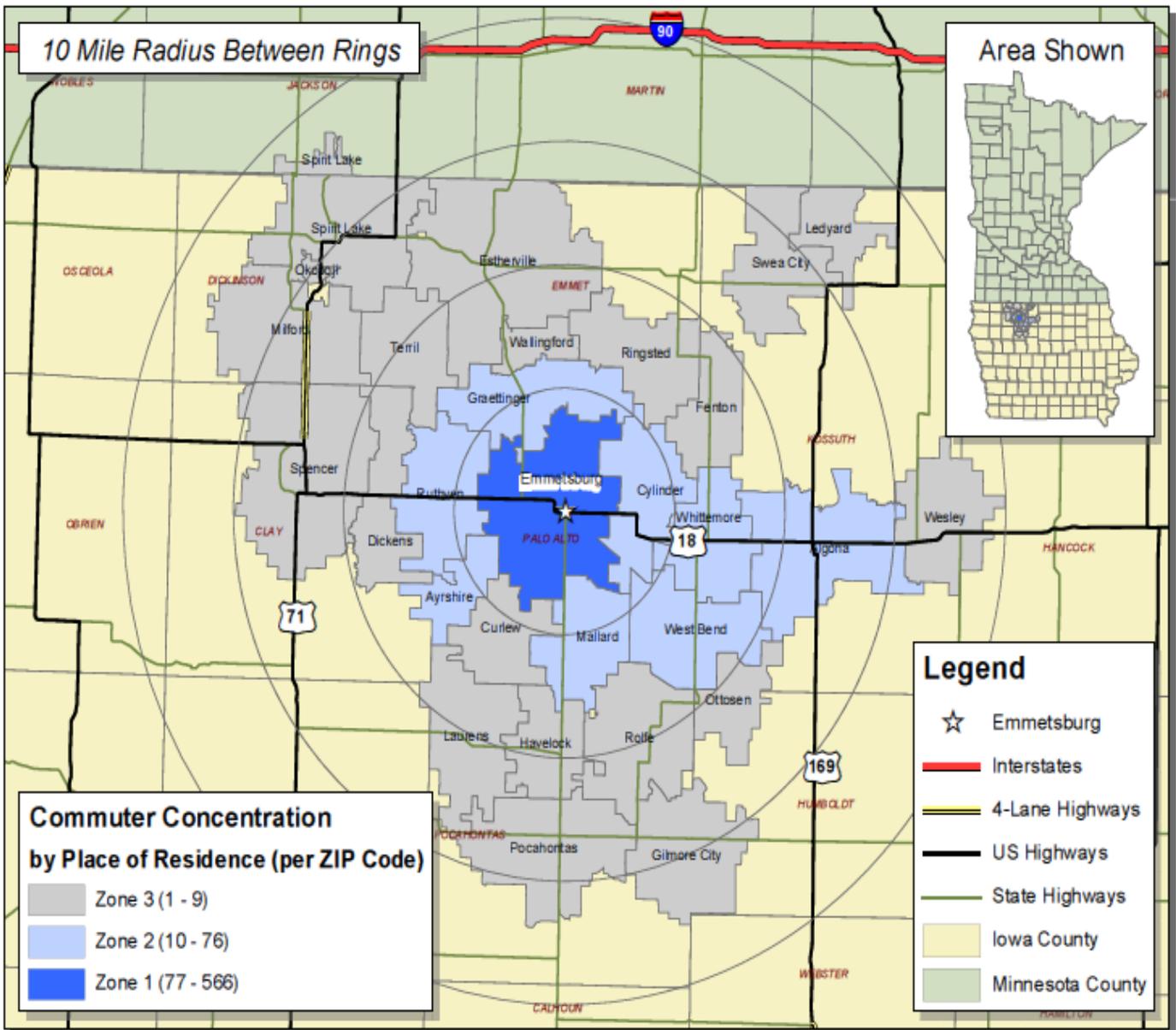
Source: Iowa Workforce Development

The map below shows Osceola County commuter concentration. It shows that the majority of the population in the county live around the city of Sibley, which is also where a majority of the jobs are located. It also shows that people commute from essentially all directions around the city of Spencer for employment. The average commute time in Osceola County is 18.9 minutes.



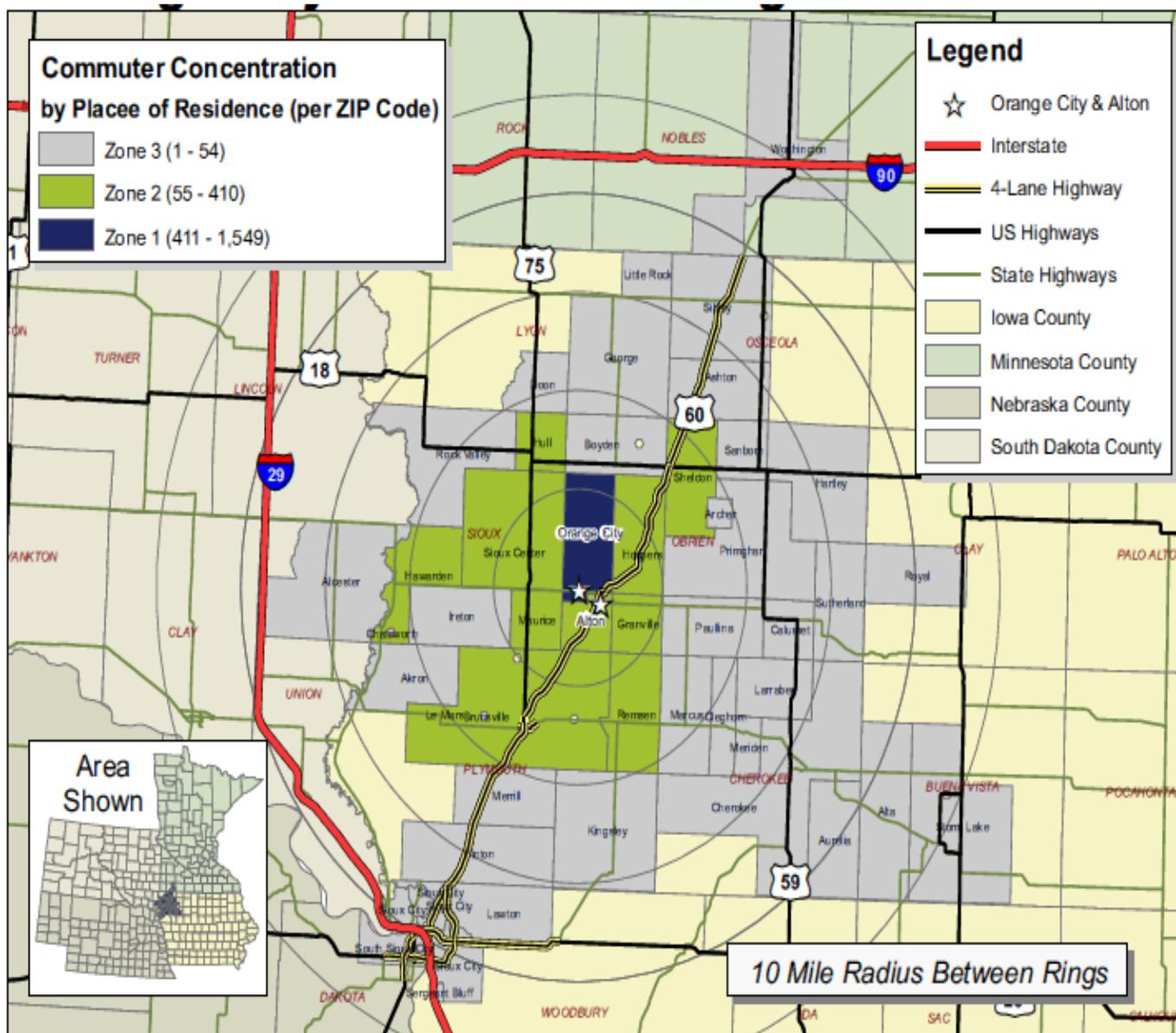
Source: Iowa Workforce Development

The map below shows Palo Alto County commuter concentration. It shows that the majority of the population in the county live around the city of Emmetsburg, which is also where a majority of the jobs are located. It also shows that people commute from essentially all directions around the city of Emmetsburg for employment. The average commute time in Palo Alto County is 16.9 minutes.



Source: Iowa Workforce Development

The map below shows Sioux County commuter concentration. It shows that the majority of the population in the county live around the city of Orange City/Alton, which is also where a majority of the jobs are located. It also shows that people commute from essentially all directions around the city of Orange City for employment and also commute south to Sioux City. The average commute time in Sioux County is 12.8 minutes.



Source: Iowa Workforce Development

Limited English Proficiency Analysis

The purpose of this Limited English Proficiency analysis (LEP) is to outline how to identify persons who may need language assistance, the ways in which assistance may be provided, staff training that may be required, and how to notify LEP persons that assistance is available. As defined in Executive Order 13166, a LEP person or those who do not speak English as their primary language and have limited ability to read, speak, write or understand English. Regional Transit Authority (RIDES) always worked informally to meet the needs of LEP individuals. The following analysis gives a more detailed view of the LEP population in the region and ways to assist that population.

	Total Population (5 Years and Over)	Speak only English	Speak language other than English at home
Buena Vista	18,809	12,640	6,169
Clay	15,345	14,846	499
Dickinson	16,169	15,855	314
Emmet	9,152	8,341	811
Lyon	10,878	10,605	273
O'Brien	13,114	12,507	607
Osceola	5,755	5,339	416
Palo Alto	8,563	8,233	330
Sioux	32,097	28,982	3,115
Total	129,882	117,348	12,534

Source: US Census, American Fact Finder 2017

The 2017 American Fact Finder data was utilized to determine what percentage of the area's population is considered LEP. For the purposes of this analysis, people who speak another language and speak another language other than English at home are considered to be LEP persons. The table below shows the number of people for each county that speak another language and do not speak English well.

The percentage of LEP persons is spread out throughout the region. The highest concentration of LEP persons is in Buena Vista County. The City of Storm Lake has 63% of the population speak a language other than English and speak English less than “very well”. Lakeside has 60.4% of their population considered LEP. This is the highest concentration of LEP persons in the region, although there are those that are considered LEP all over Region 3.

The table below shows languages other than English that are spoken in the region as well as the number of those persons for each language that speak English “very well”, and less than “very well”.

Table 18: Languages Spoken			
	People that Speak Spanish or Creole	People that Speak Other “Indo-European Languages”	Asian and Pacific Islander Languages
Buena Vista	4,171	132	1,208
Clay	374	93	109
Dickinson	208	64	16
Emmet	717	38	19
Lyon	129	75	11
O’Brien	455	94	54
Osceola	332	24	18
Palo Alto	178	109	0
Sioux	2,359	377	126
Total	8,923	1,006	1,561

Source: US Census, American Fact Finder 2017

As shown in the table above, Spanish is the predominant language spoken in Region 3. The other languages spoken are a combination Indo-European Languages, Asian and Pacific Islander.

Although there is a large number of LEP population throughout Region 3, the Regional Transit Authority (RIDES) stated that much of the services they provide do not go to the LEP population.

The frequency with which LEP people come in contact with public transportation programs, services and activities is low. There is no hard data about the amount of services the Regional Transit Authority provides, but the majority of services RIDES provides to LEP population are located in Storm Lake and Sioux Center. There is no data about the percentage of LEP customers that RIDES provides services to, but from discussion with RIDES staff, that percentage would be very low.

The Regional Transit Authority provides few services to LEP persons. RIDES is planning to completely update their website over the course of the next year with enhancements to user friendly features and research into developing direct customer scheduling of rides through their system. RIDES will also be developing new brochures with Spanish translation that will be available first in areas of higher Hispanic concentrations, but eventually throughout the entire region. The effectiveness of available resources made for LEP persons will be evaluated and its other resources will be considered. Currently, the resources that are available are sufficiently meeting the needs of LEP persons.

Chapter 3: Coordination Issues

In discussions with the TAG, there were several service, management, fleet and facility needs that were identified. The text below details these needs:

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Service Needs

Expanding service hours where specifically requested, continues to be a gap/need for transportation services. There is a need to have earlier and later service times as the clientele and their needs continue to expand. This is difficult for RIDES to do based on their budget and currently is only done on a case by case basis. The TAG would like to see this expanded upon in the future. RIDES provided expanded services from February 2018 to December 2018 when RIDES notified that there was no funding to continue the program starting 1-1-2019, so it ended.

Expanded elderly service continues to be a very valid gap/need as this segment of the population is the largest issue in many counties within the region and comes with specific needs and challenges that can currently only be met through public transit options. Health care and patient transportation was something that was again identified by the TAG. This is a service that will be continued and expanded in the region as it has much success in the past.

A newer service need that has come out discussions through the TAG as well as transit staff is the need for employment transportation. Several employers have reached out to RIDES inquiring about being able to provide transportation services for their employees. NWIPDC was successful in securing two Career Link CDBG grants through the Iowa Economic Development Authority to help subsidize transportation services in Buena Vista County to VT Industries. This kind of service

is one that RIDES is wanting to expand upon as it is a continued barrier to employment in the region.

Additionally, the TAG addressed the need to review development of employer/employee transportation programs to deal with workforce issues. Regional employers have indicated that they cannot find adequate workers to meet specific needs in certain manufacturing sectors. In the future RIDES, RPA 3, and county economic developers will coordinate meetings with regional employment to better ascertain the problem and work to develop transportation pilot programs to deal with the specific issues. Rides does provide employment services to EPS and VT Industries. Working with Sig and an egg plant in Sioux Center and possibly HyVee in Cherokee.

Other service needs that were identified were lack of funding. Lack of funding continues to be an issue with public transportation systems because of cuts on the state and federal level.

Management Needs

The TAG indicated no major changes to this specific needs group, but only recommended an enhancement of the advertising and marketing of available transportation programs, specifically those of the RIDES through multi-lingual approaches and enhancement of online services. In regard to multi-lingual or barriers to non-English speaking persons, the Regional Transit Authority continues to utilize the services of a private company, SpectraCorp/Cyra Com International, to provide immediate interpretive services to non-English speaking persons who utilize the phone to gain access to regional transportation services. RIDES has updated their brochure this year for publication in Spanish, and Braille. Larger print and audio of the brochure is also available. Also, RIDES has made available a sign language interpreter during public meetings if requested.

Fleet Needs

Replacement of vehicles is something that continues to be done annually as the need arises. RIDES recently updated their technology in their fleet to have tablets, instead of the older system that was used to track ridership.

Facility Needs

A need for enclosed vehicle storage has been a need that has been previously identified. RIDES's plans to do a feasibility study are beginning to be developed and this project is still a long-range goal. RIDES has a new vehicle storage facility next door to their main office in Spencer and recently completed the construction of a 5000sf vehicle storage and training building in Sioux Center.

Previously Recommended Priorities/Projects

In the 2013 PTP Update, several projects were identified for funding. The text below details the status of these projects.

Buena Vista County Employment Route to VT Industries

RIDES is working with major employers in Buena Vista County to develop an employment route. This service would pick up employees at a fixed location in the county that are to be determined and provide transportation to and from their place of work. This project will use the Iowa Economic Development Grant.

Recent Developments Affecting Coordination Issues

There have been several challenges that have arisen recently due to some changes within the health and human service sectors/mental health and how services are provided. Some of the unmet needs that have been identified by the TAG are:

- Focus on how to address issues arising in the new mental health reorganization. No longer using fixed "school bus routes" and moving towards on demand services with

customized employment goals. This implementation of different services or how services are provided has materialized with very bad results. This Medicaid transportation revenue has dropped to unsustainable levels. RIDES is looking at the possibility of ending these routes.

- Costs needs to be brought down for agencies, but other funding would need to come in to help the RIDES break even.
- Expanding to early and late services. Agencies might have to look for other resources other than RIDES to provide that service, unless they can provide more funding to offset the cost.
- Getting services more in line with the funding that is available to “break even”.
- Be creative with partnerships to help split costs for users/groups.
- Add some major employers to the TAG and see if there is a future for developing employment transportation. Needs to be incentivized to companies.
- Continue with services that assist client’s transportation to health centers, shopping trips, etc. These services are ongoing and need to potentially expand where possible.
- Need for continued government subsidy of transportation programs. This goal is always an issue with the TAG group and will continue to be so. With government programs being ever changing, continue to seek new funding options for operations and vehicle replacement for RIDES.
- Potentially add new public transportation services. Continue to adapt with the changing transit needs. Work with other agencies and disability providers in Region III to determine what the needs are and look into expanding services and keep them involved in the planning process.
- Focus on Limited English Persons using public transportation services. Growth is anticipated in this area and there is a need to publish materials in both English and Spanish and to get drivers and dispatchers trained in other languages to accommodate those people who do not speak English.
- Maintaining a good and reliable driver pool.

- The most recent major issue facing public transit and RIDES is dealing with the COVID-19 pandemic and prioritizing services they can safely provide that are the most essential to their clients.

These unmet needs are very common amongst all of Iowa, but these issues seem to come up regularly at TAG meetings. The TAG group is planning on having another brainstorming session in 2020 to be able to come up feasible and realistic solutions to the unmet needs of the region.

Review of Public Input

To gain public input on public transit in Region III, NWIPDC sent out the transportation fact provider sheets to all public transportation providers. This sheet was used as a guide to gain input in several areas including: the type of service, groups served, service area, service hours and days of operation, number of employees and employee information, fare structure, vehicle fleet, performance, and several other areas analyzing the vehicle fleets.

Sending out transportation provider fact sheets was done in lieu of public meetings. This process began in 2010 as an effort to receive more meaningful input on passenger transportation within the region. This input and the three TAG meetings were used as the basis for the 2021-2025 PTP. The transportation provider fact sheets were sent out in the second quarter of State Fiscal Year 2019 to all regional providers/TAG members. They were contacted concerning transportation as it related to the information asked for on the provider fact sheet. This planning effort needs to be reviewed and changed for future PTP's to gain more meaningful input from public transportation providers other than RIDES, who always gives meaningful feedback.

In August 2019, a meeting of the TAG was held to review the provided information and to discuss the previous year's plan and its goals and highlighted projects. All members of the TAG were invited, which includes: RIDES/RIDES, 33 school districts in the region, St. Luke's Lutheran Home, Village Northwest, Hope Haven, ECHO Plus, Genesis Development, Horizons Unlimited, Spencer Cab Company, Storm Lake Cab Company, Clay County Veterans and Dickinson County Veterans. All TAG members that attended the meeting held at the RIDES office in Spencer were asked to

assess the listing of previous goals as shown within the 2016 PTP update and explain if they felt they were still valid and if they believed any new goals needed to be added to the listing.

NWIPDC also provided the public an opportunity comment on any needs or concerns with regards to public transportation in RP3 by having the draft PTP available at www.nwipdc.org. No public comments were received.

Chapter 4: Priorities and Strategies

The RPA 3 TAG finalized a list of priorities and strategies in the August 2019 meeting. These will help guide what goals the TAG has for the upcoming years and will be updated at future updates. All priorities listed below are important and are not ranked in any particular way. The priorities are:

- Continue to pursue new funding opportunities from other transportation programs not currently being utilized and legislate for more funding on the federal, state and local levels.
- Continue to improve existing partnerships and build new partnerships.
- Expand services as funding allows.
- Increase driver compensation to keep a good driver pool.
- Focus on maintenance of vehicles and replacement when needed.
- Seek out new opportunities for services not currently being delivered.
- After hour hospital discharges coordinated with nursing homes.
- Having flexible, non-routine hours to accommodate changing needs of riders.

Strategies

The TAG meetings and surveys distributed have helped to identify needs and challenges that the RPA 3 area are facing. The needs of health and human service groups, disabled individuals, the elderly population and the general public that utilize public transportation have been focused on by the TAG group. The biggest challenge that is facing public transportation according to the TAG group was funding and ways to deal with providing new and more services without passing that

cost along to riders. There is a lack of funding on the federal and state level and this is a huge issue that need to be addressed. There are three main strategies that need to be addressed and have been discussed heavily by the RPA 3 TAG. Those strategies are service expansion, fares and vehicle replacement.

Service Expansion

The TAG wants to continue to monitor service gaps and the needs for expanded evening and/or weekend service within the region. It is also important to the PTP identify areas within the region where service trials might be undertaken or where more coordination of services might be needed. Expansion of night and weekend service continues to be something that is looked at, but a lack of funding to provide for this kind of service continues to a barrier. Coordination of resources among the different healthcare and human service organizations and public transit in the region could result in cost savings and should continue to be explored. Several of these organizations provide their own transportation services to residents or clients who need it. Lastly, there has been a need presented in the area for transportation services for out of town medical appointments and hospital discharges. Currently, these services are provided as needed, but RIDES would like to add more availability of these to be able to better serve their clients.

Fares

The TAG does not want to pass on costs to its riders as the funding that RPA receives from different resources starts to get tighter. Keeping fares affordable through any cost saving measures and coordinating services with different organizations can help to make this a reality. Continuing to seek different funding sources and make the most of the funding that is available is priority in RPA 3.

Vehicle Replacement

In recent years, RIDES has not had any of their vehicles programmed or applied to the RPA 3 Technical Committee for funding consideration in the annual TIP. This would be another funding option in the future in order to keep up with the need for the replacement of aging, high mileage vehicles. RIDES has a replacement schedule and replaces their vehicles currently with the funds they have in their maintenance pot of funds and as other state or federal funding becomes available. Currently RIDES depends almost solely on federal grant funds to cover the costs associated with updating their fleet. RIDES does utilize 5339 funding based on the Public Transit Management System (PTMS) points system also provide for need-based funding for replacement vehicles, as have State of Good Repair funds.

Based on the priorities and strategies that have been identified there are a few recommended projects that the TAG wanted to have included in the PTP.

Recommended Projects – Years 1 to 5

Projects Recommended as candidates for FTA or STA funding:

Provider Name	Project Description	Type*	Total Estimated Cost	Estimated Year	Recommended Funding Source(s)**
RIDES	Buena Vista Employment Route	O	\$75,000	2020	Economic Dev-P(IEDA)
RIDES	Sioux County Employment Route	O	\$75,000	2020	Economic Dev-P(IEDA)
RIDES	Dickinson County Employment Route	O	\$75,000	2020	Economic Dev-P(IEDA)

Projects Recommended as candidates for human services or other funding:

Provider Name	Project Description	Type	Estimated Cost	Year*	Recommended Funding Source(s)
RIDES	Update and Expand Admin Facility-Spencer	C	\$3,000,000	2022	PTIG-S

* Type Codes: O = Operations, C= Capital, P = Planning

** Funding Source Codes: FTA Programs: 5307 = Urbanized Formula, 5309 = Capital Investment Grants, 5310 = Special Needs, 5311 = Non-Urbanized Formula, 5316 = Job Access/Reverse Commute, 5317 = New Freedom, 5339 = Alternative Analysis Funding. ICCAP = Iowa's Clean Air Attainment. STA Programs: STA-F = State Transit Formula, STA-S= State Transit Special Projects, PTIG = Public Transit Infrastructure Grant. STP = Surface Transportation Program (flex funds). HHS Programs: HS = Head Start, OAA = Older Americans Act, WTF = Welfare to Work. DHS = Dept. of Homeland Security.

Chapter 5: Funding

Transportation costs continue to increase, and public transportation systems continue to seek out new funding to be able to cover operational costs. Several of the organizations involved in the TAG have stated concerns about being able to afford transportation services for their clients based on future funding projections. The cost of public transportation often becomes something seen as a luxury to those that are low income, which is a group that is in great need of these services. Affordability of public transportation services is something that doesn't not only affect individuals utilizing the system, but for the different health and human services agencies that set up transportation services through the public transportation system.

Funding available to public transportation agencies is composed of several federal, state and local sources. The Iowa DOT has a more detailed list of the federal and state funding opportunities and options in their Guide to Transportation Funding Programs on the Systems Planning website. Below details the programs that are available to public transportation systems.

State Transit Assistance

Qualifications for funding

- Projects must be in an approved Transportation Improvement Program.
- Approximately 97 percent of funding is distributed among eligible transit systems using a performance-based distribution formula calculated on prior year statistics for rides, miles, operating cost, and local support. There is no local match requirement for formula funds.
- At least \$300,000 is reserved for special projects each year. These can include individual special projects for new services needed to support human services coordination, statewide transit training needs (including transit training fellowships), and emergency projects. Coordination projects will normally have an 80/20 match ratio for the first year and a 50/50 match ratio for the

second year. By the third year the project should be self-sustaining. Fellowships require a local match of 20 percent. Emergency project match requirements vary with the nature of the project.

This program provides state funding assistance to support and improve locally sponsored public transit programs.

Statewide Planning Program (Section 5303, 5304, 5305)

Qualifications for funding

- Develop transportation plans and improvement programs
- Establish performance targets
- Produce a System Performance Report
- Projects must be included in an approved Transportation Improvement Program (TIP).
- Projects must be included in an approved transportation planning work program (TPWP).

This program provides funding and procedural requirements for multimodal transportation planning. (Jointly administered by FTA and the Federal Highway Administration)

Non-urbanized Area Formula Program (Section 5311)

Qualifications for funding

- Only designated recipients and states may apply for funding.
- RPA planning and intercity bus assistance funding is off-the-top. Remaining funds are distributed among all eligible transit systems using a performance-based distribution formula based on prior year statistics (may be used for operating support, preventive maintenance, capital, job access and reverse commute projects or planning).
- Projects must be in an approved State Transportation Improvement Plan (STIP).

This program provides federal funding for support of transit activities in rural areas and in urban areas of less than 50,000 in population (operating, capital, planning, and job access and reverse commute assistance).

Transit Capital Program (Section 5339)

Qualifications for funding

- Projects must be in an approved Statewide Transportation Improvement Program.
- Projects must be included in an Asset Management Plan.

Non-federal matching funds required:

- 20 percent of net project cost other than those that are compliant with the requirements of the Americans with Disabilities Act of 1990 (ADA) and the Clean Air Act Amendment (CAAA)
- (15 percent of net project cost for vehicles that are compliant with ADA/CAAA (funding is allocated by formula))

This program provides federal assistance to replaced, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

Iowa Clean Air Attainment Program (ICAAP)

Qualifications for funding

- A local match of at least 20 percent is required.
- Eligible projects will fall into one of the following categories:
 - those which reduce emissions via traffic flow improvements and provide a direct benefit to air quality by addressing ozone, carbon monoxide, or particulate matter PM-2.5 or PM-10 (all of these pollutant emissions must be addressed, and a reduction calculation must be provided by the applicant for all types of projects listed);
 - those which reduce vehicle miles of travel;
 - those which reduce single-occupant vehicle trips; or
 - other transportation improvement projects to improve air quality or reduce congestion.

Net operating costs of new transit services are eligible for up to three years (at 80 percent federal/20 percent local participation).

This program funds highway/street, transit, bicycle/pedestrian, or freight projects or programs that help maintain Iowa’s clean air quality by reducing transportation-related emissions. Eligible highway/street projects must be on the federal-aid system, which includes all federal functional class routes except local and rural minor collectors.

Surface Transportation Projects (STBG)

Qualifications for funding

- Approval by Regional Planning Affiliation or Metropolitan Planning Organization (RPA/MPO)

This funding is from Federal Highway Administration (FHWA) program provides flexible funding that may be used for transit projects. The funds can be used for roadway, transit capital projects, pedestrian/bikeway projects, or intermodal planning projects on an 80% federal, 20% local basis. The State of Iowa currently offers 6 programs providing financial assistance to public transit systems.

State Transit Assistance (STA)

All public transit systems are eligible for funding under the STA program. Since 1984, STA funding has been derived from a dedicated portion (currently 1/20th) of the first four cents of the state “use tax” imposed on the sale of motor vehicles and accessory equipment. STA funds are provided to support public transit services and may be used for either operating or capital projects.

STA Special Projects

Up to \$300,000 of the total STA funds are set aside to fund special projects. These can include grants to individual systems to support transit services which are developed in conjunction with human service agencies, or statewide projects to improve public transit.

Public Transit Infrastructure Grants

The Iowa Legislature established a new program to fund some of the vertical infrastructure needs of Iowa’s transit systems in 2006.

Local Funding

The majority of transit funding comes from local sources, particularly for operating. Local funding typically includes passenger revenue/fees, contract revenue and local taxes.

Other Funding

Through discussions with the TAG and Regional Transit, other funding sources were identified.

These included:

Medicaid funding through TMS and DHS, which has been the fastest area of growth recently and has been assisting greatly with transportation for persons with disabilities across the entire region.

County/Community Foundation Funds, in those regional counties without a casino, have a wide variety of options open for potential funding. While these have never been accessed before for any transit needs, future efforts will include looking into the respective grant programs for possible program development where transportation needs lie and subsequent funding.

Casino funding is also available to entities within Lyon and Palo Alto Counties along the same lines as the county/community foundation funds as they have a variety of options that focus specifically on assisting with community service needs. These funds will also be explored in future years to determine potential eligibility for transportation related programs.

Appendix A: Health and Human Service Agency Survey

HEALTH & HUMAN SERVICE AGENCY SURVEY

Please complete and return your survey by March 15th, 20149 or as soon thereafter as possible to:

Cara Elbert c/o Northwest Iowa Planning and Development Commission

PO Box 1493

Spencer, IA 51301

Contact Information

Agency Name _____

Agency Address _____

City _____ State _____ Zip _____

Contact Name _____ Title _____

Phone _____ Email _____

Transportation Coordination Survey

1. Which best describes your type of agency/organization/business?

- A. Human Services Agency
- B. Medical Services
- C. Disabled Services
- D. Elderly Services
- E. Education System
- F. Other:

2. Do you provide transportation services?

- A. Yes-continue with question 3
- B. No- skip to question 8

3. How do you provide services?

- A. Your own vehicles
- B. Contract
- C. Lease Vehicles
- D. Other

4. If you provide transportation, how are the rides scheduled?

- A. Regularly Scheduled Route
- B. As needed
- C. Other:

5. If you own vehicles, are there usage restrictions?

- A. Yes
- B. No

If yes, what are the restrictions?

- A. Only our clients

- B. Only in our town
- C. Other

If no, would you be interested in transporting others on your regular routes/trips with or without a fee?

- A. Yes, with a fee
- B. Yes, either with or without a fee
- C. Yes, without a fee
- D. No

6. If you own transportation vehicles, how are they funded? Circle all that apply

- A. 100% by our company
- B. DHS assistance
- C. County assistance
- D. IDOT assistance
- E. Veterans Affairs assistance
- F. City assistance
- G. Other

7. Please attach the following information about your fleet of vehicles.

8. What areas of transportation service coordination would be of interest to your agency?

Circle all that apply

- A. Joining a network of service providers
- B. Sharing vehicles with other agencies
- C. Cooperatively purchasing vehicles
- D. Contract to purchase services
- E. Centralized scheduling
- F. Pooling financial resources
- G. Shared routes
- H. Contract to provide services
- I. Joint driver training program
- J. Other:

9. Thinking of your agency or community, what transportation needs are not being met adequately? Please be as specific as you can.

Appendix B-TAG Meeting Minutes



NORTHWEST IOWA PLANNING & DEVELOPMENT COMMISSION

217 West 5th Street • Box 1493
Governmental Services Center • Spencer, Iowa 51301
712/ 262-7225- Planning & SHIELD Division • 712/ 262-7662- Job Training Division
Toll Free: 1-855-262-7225 • Fax: 712/ 262-7665
www.nwipdc.org

Transportation Advisory Group Meeting Minutes April 15, 2019

I. Call to order, review of agenda and introductions

Attendance:

Cara Elbert-NWIPDC

Cindy Voss-RIDES

Hugh Lively-RIDES

Nancy Dykstra- Promise Community Health Center

Sandy Pingle-Genesis

Kim Wilson-NWI Care Connections Mental Health Region

II. Old business

a. None

III. New business

a. Changes in the RIDES Fleet

Four new vans were purchased and they are trying to phase out some of the older vans in their fleet. The State is focusing their funding on buses, but RIDES has seen more of a demand on using light duty buses.

b. Proposed Extension of Hours by RIDES

Mental health reform is changing the needs on the transportation system. RIDES is seeking input from partners and considering adding service during not typical hours. They are going to test it in Spencer on evenings and weekends. Needs for the hours that are needed are varying by community. RIDES did receive a DOT grant for two years, but it got closed early and now providing extended service is becoming more of a burden on regional HHS agencies.

- c. Medicaid Transportation-Home and Community Based Services(HCBS) and Non-Emergency Medical Transportation (NEMT)

These services are also changing and are needing to adapt to new needs for clients. The services that RIDES is providing are going to be similar this year, but moving forward less group transportation will be provided are more individual transports.

- d. New Vehicle Storage Building-Update

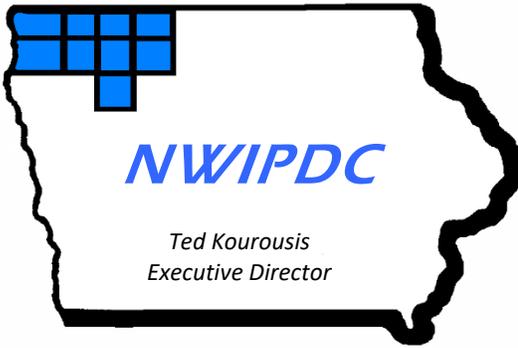
RIDES is in the process of constructing a new building in Sioux Center because they are no long able to park buses in the library parking lot. This is an evolving process and RIDES will keep the group updated as this changes.

- e. Open discussion/comments

Those present at the meeting felt like they had a good handle on a plan moving forward with the new requirements dealing with mental health and where clients are working at. Dykstra noted that safety features were improving in vehicles. The group discussed issues with the new MCO brokers and finding ways to get ahead of issues with tickets for trips and preauthorization of clients to be able to get rides.

IV. Set next meeting date and adjournment

Next meeting will be June 24th at 10am. Meeting was adjourned at 3pm.



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Transportation Advisory Group Meeting Minutes June 24, 2019

IV. Call to order, review of agenda and introductions

Attendance:

Cara Elbert-NWIPDC
Cindy Voss-RIDES
Hugh Lively-RIDES
Heather Goff-RIDES
Lora Elsenbast-Hope Haven
Amber McClutic-Village Northwest Unlimited
Kim Wilson-NWI Care Connections Mental Health Region

V. Old business

b. None

VI. New business

f. Afterhours Grant Update

RIDES received a DOT special projects grant that was used to provide after hours employment transportation. It was started in Feb of 18 and ended in December of 18. The grant partnered RIDES with NWiowa Care Connections and had service in Spencer. It provided the transportation service 7 days a week from 5-10pm. The process with this special project has changed and funds are now limited to \$50,000. RIDES is working with several agencies to see if this would be a grant worth pursuing in the future again. It has a 1 for 1 match, so part of the issue is finding a partner agency to be able to help subsidize the match.

g. VT Industries Employment Route Update

Elbert worked with RIDES, BV County and VT Industries to submit a grant for employment transportation services to VT from Storm Lake. It has been successful, and VT and BV County is working to develop a new grant to help continue to grow the service.

h. EPS Route Update

Voss updated the group on the EPS service. It has been running for 3 years and operates 9 months of the year. They pick up and drop off for 3 different ships from Spencer to Graettinger and operate 7 days a week. This has been a great service to provide and RIDES welcomes other innovative services throughout the region.

i. Other Employment Route Updates

Lively discussed meetings that have been held with several employers, but none have felt comfortable enough to pursue having transportation services. Employers in Dickinson and Sioux Counties are being targeted because of the large number of employees that have requested transportation services.

j. New Buses/Logo

17 new vehicles being purchased this fiscal year. Fleet is changing to smaller buses and vans instead of the stereotypical buses you think of with public transit. A lot of the HHS agencies in the area are seeing more of a demand for shorter trips to multiple locations due to changes in the mental health reform.

k. New MCO

New MCO Iowa Total care starting July 1st. Still working with AmeriaHealth. Individuals are changing MCO's and there is going to be a grace period where transportation, as well as other services, will be provided until the contracts and specifics are flushed out.

l. PTP Update Process

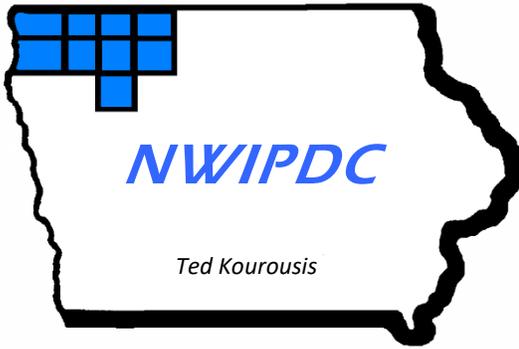
Elbert discussed updating the entire PTP this fiscal year. The next meeting will focus on this way to be a way to provide feedback.

m. Open discussion/comments

None.

IV. Set next meeting date and adjournment

Next meeting will be in September and Elbert will send a doodle poll to pick the date/time. Meeting was adjourned at 11am.



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Transportation Advisory Group Meeting Minutes August 29, 2019

I. Called to Order by Cara Elbert, NWIPDC and Introductions

Attendance:

Kim Wilson-NWI Care Connections Mental Health Region
Cindy Voss-RIDES
Hugh Lively-RIDES-Executive Director
Cara Elbert-NWIPDC

II. Old Business

a. None.

III. New Business

a. Issues that need to be covered in the PTP

Elbert went over several items in the PTP that needed to be included and got feedback from the group. Services and the needs of many of the organizations were discussed.

b. Proposed Projects

The proposed projects to be included in the PTP are: Buena Vista County employment route, Sioux county employment route and Dickinson County employment route. Conversation revolved around diversifying services to include more employment transportation services.

c. Funding Options

Lively discussed the funding that RIDES operate on annually. The group discussed pursuing other funding options and including that in the PTP.

d. Health and Human Service Agency Survey

Elbert discussed the survey and gave the group the feedback that she received. This information will also be put into the PTP

e. Priorities and Strategies

The group formulated priorities that were important to the TAG. Those were:

- Continue to pursue new funding opportunities from other transportation programs not currently being utilized and legislate for more funding on the federal, state and local levels.

- Continue to improve existing partnerships and build new partnerships.
- Expand services as funding allows.
- Increase driver compensation to keep a good driver pool.
- Focus on maintenance of vehicles and replacement when needed.
- Seek out new opportunities for services not currently being delivered.
- After hour hospital discharges coordinated with nursing homes.
- Having flexible, non-routine hours to accommodate changing needs of riders.

f. Open discussion/comments

IV. Setting next meeting date and adjournment

Elbert said they would have a next meeting as needed in 2020 and will send out the dates to the group.



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Transportation Advisory Group Meeting Minutes June 26, 2020

V. Called to Order by Cara Elbert, NWIPDC and Introductions

Attendance:

Kim Wilson-NWI Care Connections Mental Health Region
Burlin Matthews: Clay County
Bill Leupold: Dickinson County
Cindy Voss-RIDES
Hugh Lively-RIDES-Executive Director
Cara Elbert-NWIPDC

VI. Old Business

b. None.

VII. New Business

a. PTP Overview

Elbert discussed the document with the group and where the changes had been made with the TAG's recommendations as well as the changes the DOT recommended. It will be submitted in July and is the active PTP for RPA 3 for five years.

b. Operations to Date-Updated Covid Re-Entry for Regional Transit

Opening Spencer on 6-22-2020 with limited hours and one bus. Next City will most likely be Sheldon on 7-13-2020 and will move throughout the region from there based on case counts and their staffs ability. Regional Transit staff discuss their pandemic plan with the group and there was discussion on services that have continued since COVID and how they will handle COVID and their operations moving forward. The situation is very fluid, and Rides will be in contact with their partners throughout the region to get clients transportation services up and running again.

c. Open discussion/comments

VIII. Setting next meeting date and adjournment

Elbert said they would have a next meeting as needed in 2020 and will send out the dates to the group.